FOUNDED IN 1856

RAILWAY AGE

THE STANDARD RAILROAD WEEKLY FOR ALMOST A CENTURY

JUNE 2, 1952

FREIGHT TRAFFIC ISSUE

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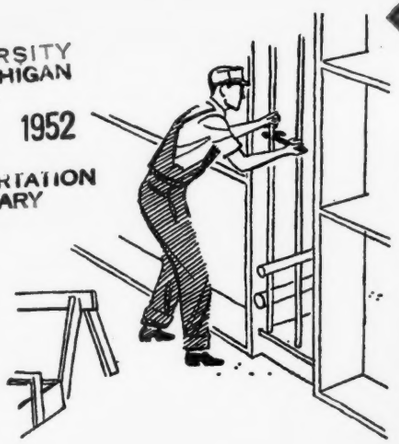


IT TAKES ONLY ONE

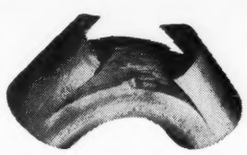
to install pipe

but FIVE to repair it!

One of the most convincing demonstrations on the economy of using *durable* material is a repair job where low-first-cost material has failed—and is being replaced.

The original installation had been quickly made by plumbers. But the replacement calls for hours of work by as many as five crafts: plumber, mason, plasterer, carpenter, painter. And this is only part of the cost story. The loss in utilization during the shut-down may amount to far more than the maintenance charge.

True, you pay a little more to *begin* with for Byers Wrought Iron pipe . . . but you pay a lot less to *end* with. In literally thousands of applications where corrosion costs you more than wrought iron, the use of this material is the soundest kind of economy move.



Why Genuine Wrought Iron Lasts

This notch-fracture test specimen illustrates the unusual fibrous structure of genuine wrought iron—which is responsible for the unusual corrosion resistance of the material. Tiny threads of glass-like silicate slag, distributed through the body of high-purity iron, halt and disperse corrosive attack, and discourage pitting and penetration. They also anchor the initial protective scale, which shields the underlying metal.

You will find a lot of helpful information on the control of excessive maintenance through the use of Byers Wrought Iron pipe in our technical bulletin, WROUGHT IRON FOR PIPING SYSTEMS. We will be glad to send you a copy.

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CORROSION COSTS YOU MORE THAN WROUGHT IRON

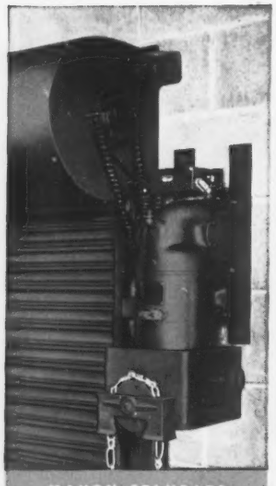
WROUGHT IRON

TUBULAR AND HOT ROLLED PRODUCTS

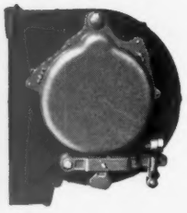
ELECTRIC FURNACE QUALITY ALLOY AND STAINLESS STEEL PRODUCTS

Rolling Steel DOORS

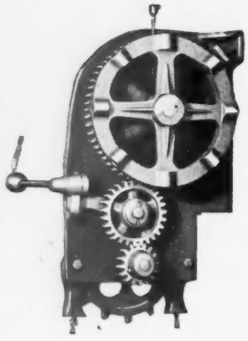
Manually, Mechanically, or Power Operated



MAHON STANDARD POWER OPERATOR 920-P



Mahon Release Device and Governor on the Automatic Closing Mechanism of a Mahon Rolling Steel Fire Door. Fusible links release the mechanism in case of fire and the door closes automatically.



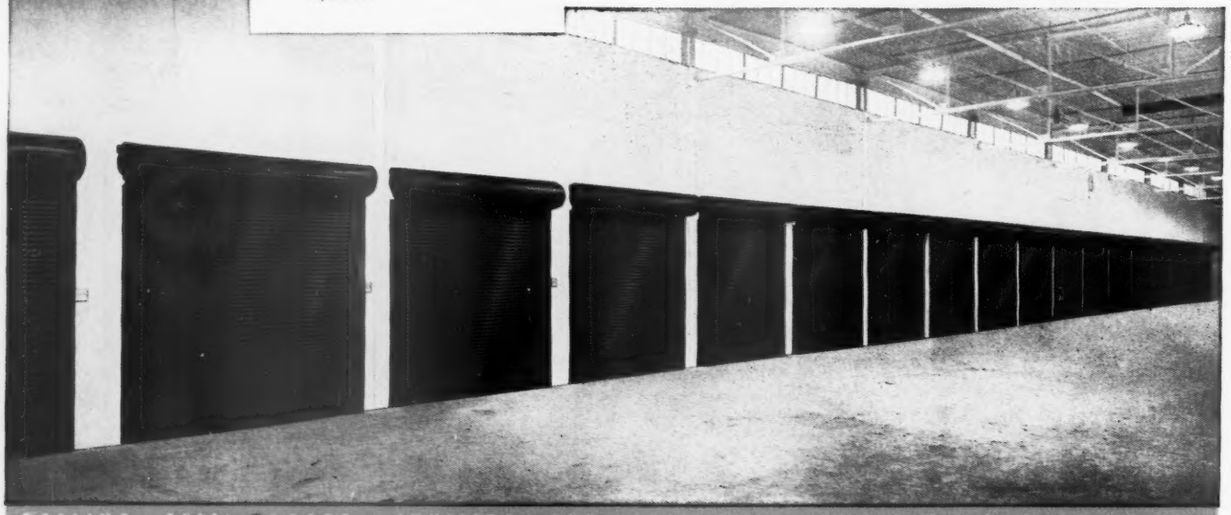
Mahon Release Device for Chain-Gear Operator on Mahon Mechanically Operated Rolling Steel Fire Doors. Fusing of the Fusible Link, which releases the Automatic Closing Mechanism, simultaneously disengages the Chain-Gear Operator.

In warehouses and other buildings with high ceiling clearance where maximum usable floor area is the prime consideration, Rolling Steel Doors occupy a minimum of space . . . their vertical roll-up action occupies no usable space inside or outside the opening, or above the lintel level. No other type of door offers such space economy. In the particular installation below, Mahon Underwriters' Labeled, Automatic Closing Rolling Steel Doors were employed in openings in a dividing wall between an inclosed loading dock and the warehouse proper. In case of fire, any doors in the open position will close automatically. Rolling Steel Doors are permanent—their all-metal construction assures you maximum protection and a lifetime of trouble-free service. Whether you buy standard doors or Underwriters' Labeled type for fire protection, you will find that you get a greater dollar value in Mahon Rolling Steel Doors . . . a study of Mahon Specifications covering materials, application of protective coating, operating mechanisms, and other extra-value items, will convince you. See Sweet's Files for complete information —including Specifications, or write for Catalog No. G-52.

THE R. C. MAHON COMPANY

Detroit 34, Michigan • Chicago 4, Illinois • Representatives in all Principal Cities

Manufacturers of Rolling Steel Doors, Grilles, and Automatic Closing Underwriters' Labeled Rolling Steel Doors and Fire Shutters; Insulated Metal Walls and Wall Panels; Steel Deck for Roofs, Partitions, and Permanent Concrete Floor Forms.



ROLLING STEEL DOORS, SHUTTERS AND GRILLES TO MEET EVERY REQUIREMENT

Twenty-Four Mahon Automatic Underwriters' Labeled Doors installed in a new Warehouse for Food Warehouses, Inc., Detroit, Mich. Two Mahon Power Operated Rolling Steel Doors 17'-0" x 22'-0" are installed in railroad openings in this same building. Louis G. Redstone, Architect, Campbell Construction Company, General Contractors.

MAHON

Vol. 132, No. 22 June 2, 1952

RAILWAY AGE

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Railway Signaling & Communications Car Builders' Cyclopedia Locomotive Cyclopedia
Railway Engineering & Maintenance Cyclopedia American Builder
Marine Engineering & Shipping Review Marine Catalog & Directory
Books covering transportation and building

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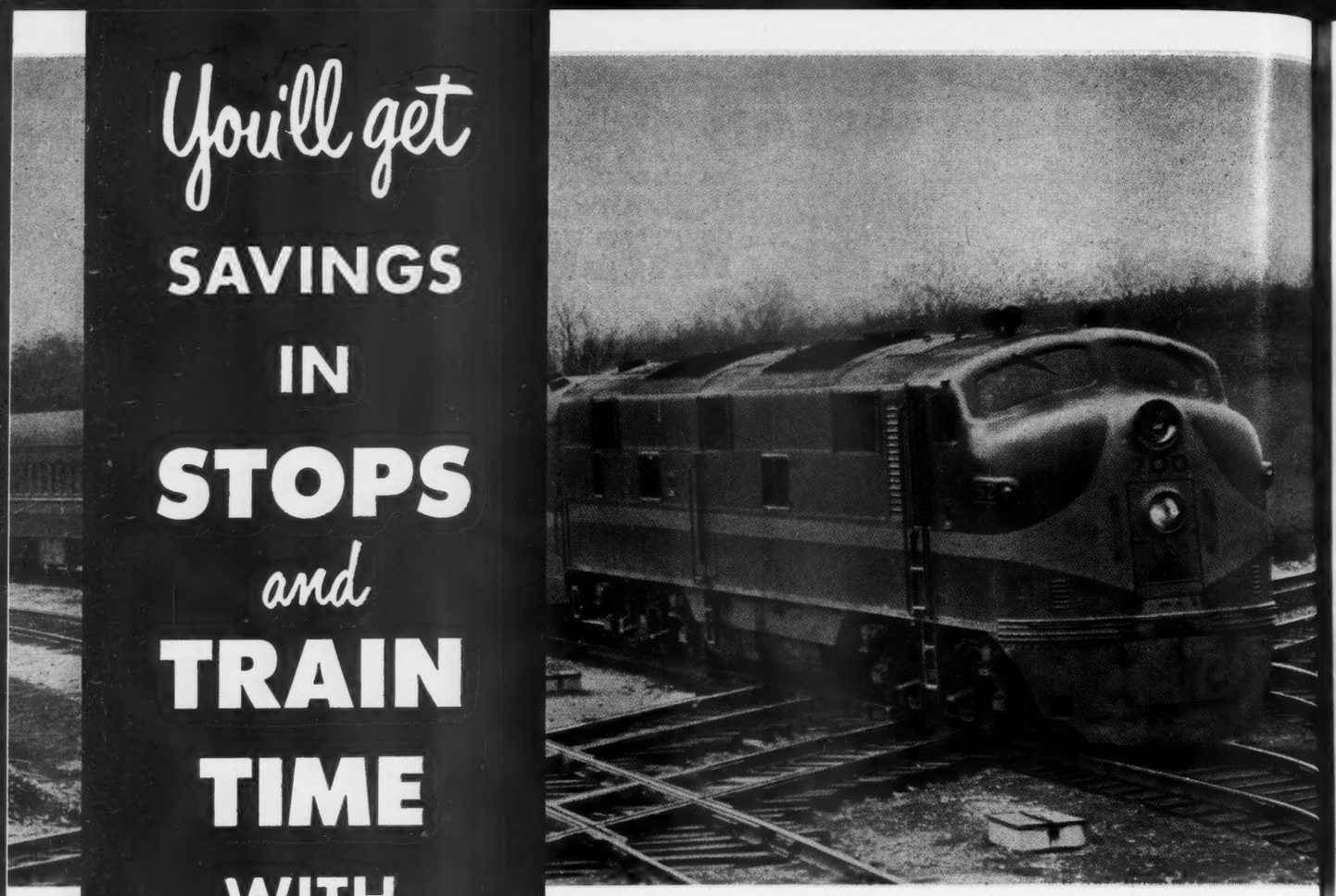


You'll get SAVINGS IN STOPS and TRAIN TIME WITH "UNION" INTERLOCKING

Notes from the Records*

RAILROAD A Average Trains Daily—53 • Train Time Saved Daily—404 minutes • (Passenger—54 minutes—Freight—350 minutes)

RAILROAD B Average Trains Daily—50 (Including 20 switching movements) • Train Time Saved Daily—626 minutes • (Passenger—36 minutes—Freight—390 minutes—Switching Movements—200 minutes)

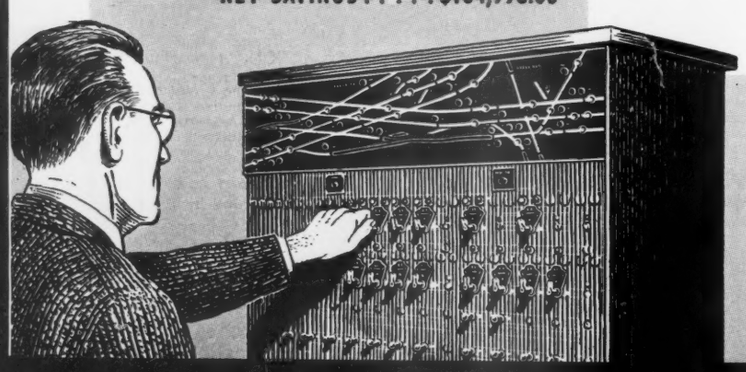
RAILROAD C Average Trains Daily—31 • Train Time Saved Daily—282 minutes • (Passenger—12 minutes—Freight—270 minutes)

*Additional factual data will be supplied on request.

FOR EXAMPLE...3 Railroads involved at one "Union" Interlocking save an estimated $112,730.00 annually as follows:

1—Freight Train Time Saved.	$73,730.00
2—Train Stops Eliminated . .	27,500.00
3—Miscellaneous	11,500.00
GROSS SAVINGS. . . .	$112,730.00
NET SAVINGS	$104,998.00

Such interlockings start making savings from the day they are installed. There should be points on your railroad where "UNION" can help. We welcome opportunities to be of assistance.



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DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY

SWISSVALE PENNSYLVANIA

NEW YORK CHICAGO ST. LOUIS SAN FRANCISCO

WEEK AT A GLANCE

CURRENT RAILWAY STATISTICS

Operating revenues, three months
1952 ..... $2,587,471,939
1951 2,440,285,731

Operating expenses, three months
1952 ..... $2,010,191,343
1951 1,931,462,248

Taxes, three months
1952 ..... $ 316,254,128
1951 282,526,069

Net railway operating income, three months
1952 ..... $ 218,601,209
1951 178,597,152

Net income, estimated, three months
1952 ..... $ 142,000,000
1951 106,000,000

Average price railroad stocks
May 27, 1952 ..... 60.85
May 29, 1951 ..... 52.79

Car loadings, revenue freight
20 weeks, 1952 14,469,126
20 weeks, 1951 15,067,093

Average daily freight car surplus
Week ended May 17, 1952 24,248
Week ended May 19, 1951 7,298

Average daily freight car shortage
Week ended May 17, 1952 2,312
Week ended May 19, 1951 10,025

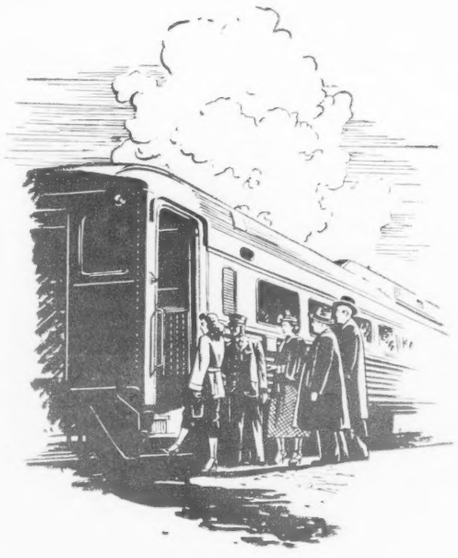
Freight cars delivered
April 1952 7,403
April 1951 8,274

Freight cars on order
May 1, 1952 108,270
May 1, 1951 155,871

Freight cars held for repairs
May 1, 1952 97,566
May 1, 1951 91,505

Net ton-miles per serviceable car per day
March 1952 (preliminary) 1,000
March 1951 1,061

Average number railroad employees
Mid-April 1952 1,229,835
Mid-April 1951 1,286,802



In This Issue . . .

HERE COMES THE GRAIN! Moving the annual grain crop is the subject of an illustrated article beginning on page 73. Just prior to going to press, Railway Age learned that by May 15 the railroads had stored 9,527 box cars at country elevators, and by June 1 expected to have from 13,000 to 14,000 stored. This is being brought about because from May 1 to 10 eastern roads sent "home" to western lines at principal gateways (Memphis, Peoria, St. Louis and Chicago) a daily average of 1,110 box cars, while from May 11 to 20, inclusive, following the effective date of Special Car Order 85, the figure had increased to 1,789 per day. The first car of harvested grain was loaded on May 22 and reached Ft. Worth, Tex., the next day.

WE MAY BE UNDULY OPTIMISTIC, but there does seem to be increasing evidence that public opinion is steadily and more or less rapidly crystallizing in favor of some changes in regulatory laws, to eliminate many of the inequalities under which railroads have suffered for so long. Latest evidence to this effect is the report of the Policy Administration Board of the Transportation Association of America, just released, which is summarized on pages 95-97. The report — which does not yet represent the final position of the T. A. itself — recommends a number of major changes in transportation regulation, including provision for faster action on general rate increases to meet increases in costs; repeal of the long-and-short haul clause; more liberal provisions concerning line and train abandonment; substantial elimination of the "fish and agricultural products" exemption; and dissolution of the Inland Waterways Corporation.

SERVICE, SPEED, and concentration on "keeping 'em moving" are traditions of Cotton Belt freight service. The illustrated feature article beginning on page 77 appraises the line's efficient and reliable service policy which is producing results in the only way that really counts—steadily increasing revenue tonnage.

THE SD-7, a heavy new-duty, 1,500-hp. diesel-electric road-switcher with six traction motors, just unveiled by General Motors' Electro-Motive Division, is described and illustrated on pages 85-87.

A NEW WAY to install car retarders—pre-assembling them and dropping them into place with locomotive cranes—was used by the Milwaukee in revamping a yard in its namesake city. The process is described, with a series of step-by-step pictures, in the article which begins on page 82.

WEEK AT A GLANCE

In Washington . . .

WITH FINAL SETTLEMENT of the long pending wage-rules dispute with the conductors, enginemen and firemen, the railroads are back once more under private ownership, out of the hands of the Army. A round-up story on the end of government control is included in the news pages, while this issue's leading editorial (page 71) discusses "the utter failure of government seizure as a means toward industrial peace." "We will continue," the editorial says, "to have intermittent strikes and threats of strikes on the railroads as long as striking continues to be profitable and entirely without risk to the strikers." One possible solution for the problem is that contained in the recent address to the New York Railroad Club by Daniel P. Loomis (*Railway Age*, May 26), in which he "reluctantly" proposed some form of compulsory arbitration, but for a limited period only.

REAL PROGRESS in simplification of railroad freight tariffs is evident in the latest joint meeting of the railroads' Tariff Simplification Committee and the N. I. T. League's Cooperating Committee. Tariff reform measures approved at the meeting include adoption of a declaration of policy and specific items on routing, commodity descriptions, form of rate tables, and phraseology and punctuation of tariff narrative matter. Among other things, the Tariff Research Group reported that the new "28300" class rates and Uniform Classification No. 1, which the I. C. C. has ordered into effect on May 30, will eliminate about 80 tariffs and nearly 54,000 pages of tariff matter, which is in itself quite a bit of simplification.

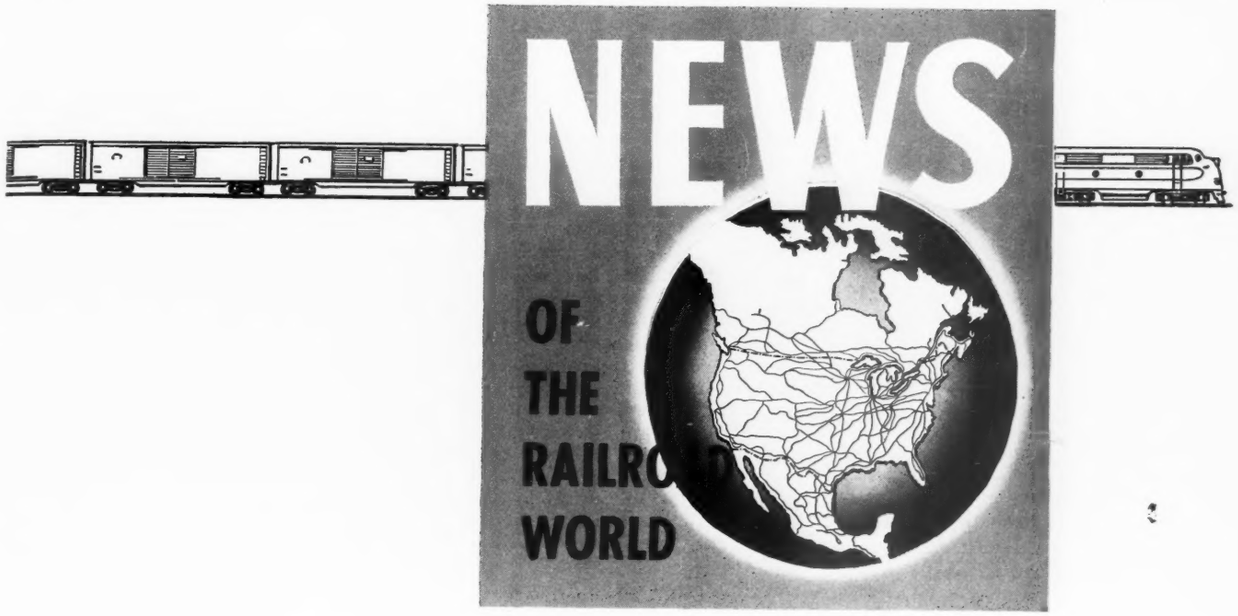
. . . And Elsewhere

AN ADVERTISING CAMPAIGN which points out that traffic control is a science and that the traffic manager is a skilled professional man, whose talents and specialized knowledge should be fully utilized by his company, has been inaugurated by the Chesapeake & Ohio. The campaign, according to Arthur S. Genet, C. & O. vice-president—traffic, will include five double-spread ads in three nationally circulated magazines; proofs of the ads will be sent to the heads of 30,000 businesses, along with a letter explaining the objective of the campaign, which is "to tell management what the traffic manager does and can do."

BIG MONEY IN RAILROADING—toy railroading, that is! The magazine "Sales Management" for June 1 reports the salaries, bonuses and benefit payments received by the nation's top sales executives. One of the high men on the list—with a combined income from his job of $126,000—was the executive vice-president of a company which manufactures toy trains.

NOW THAT ALL THE RETURNS ARE IN, the Baltimore & Ohio reports that 440,000 first-day covers were issued by the Baltimore post office on February 28 for the special three-cent postage stamp commemorating the railroad's 125th anniversary (*Railway Age*, February 25, page 20). Of these, 345,000 were sent by the post office to collectors and dealers requesting them, and 95,000 were issued by the railroad itself. The number is about 50 per cent above the 300,000 figure said to be considered average for commemorative stamp first-day covers. In addition, the stamp was the subject of more than 500 newspaper clippings from all parts of the country—and clipping bureaus have not yet completed their surveys.

W. W. KELLY, general purchasing agent of the Atchison, Topeka & Santa Fe and chairman of the Purchases & Stores Division of the Association of American Railroads, which is holding its annual meeting in Chicago's Palmer House on June 1, 2 and 3. The program of the meeting, which will highlight discussion of problems encountered in keeping America's railroads supplied with fuel, materials and supplies, appears on page 91.



Uniform Classification and New Class Rates Became Effective May 30

Uniform Classification No. 1 and the new class-rate set-up published for application in connection therewith became effective May 30, the Interstate Commerce Commission having decided not to suspend them.

The commission announced its decision in a May 23 report by its Division 2. The uniform classification was published by the railroads pursuant to the commission's order in the Consolidated Freight Classification case—No. 28310. It has countrywide application, and supplanted the territorial classifications — Official, Southern, Western, and Illinois—which were published in the Consolidated Freight Classification. (*Railway Age* of February 4, page 15.)

The new class-rate set-up is that prescribed by the commission in Docket No. 28300, Class Rate Investigation, 1939. It is a uniform scale to apply in all sections except Mountain Pacific territory. (*Railway Age* of August 6, 1951, page 41 and August 13, 1951, page 40). Class rates in Mountain Pacific territory were not involved in the general case, but they are under investigation in another pending proceeding—No. 30416.

Before Division 2's report was issued, there had come from the entire commission a May 19 report on that phase of the No. 28300 case which related to class rates on rail-ocean traffic between North Atlantic ports and interior points in Eastern Seaboard territory, on the one hand, and New Orleans, La., and Baton Rouge, and Texas Gulf ports and interior points in the Southwest, on the other. This report required rail-ocean class rates under the new set-up to reflect the same differentials under all-rail rates as had previously been maintained.

Division 2's report announcing the commission's decision not to suspend the new classification and rates was unusual. As it said, the commission "does not customarily issue reports in passing upon requests for suspension of proposed changes in rates and ratings." The exception was made because of "the magnitude of this revision and the long history of litigation which has preceded the adjustment before us."

Some 425 protests against the new adjustment were received. They were directed at approximately 1,450 distinct classification items out of a total of approximately 10,000, the report said. Also there were 13 protests against the new rates. The report dealt with the protests generally, saying as to the new classification that it might result in "an over-all slight increase in l.c.l. ratings, and a smaller decrease in carload ratings."

The significance of such changes "is lessened when the accompanying rate schedules are considered," the report continued. It added: "The class rates filed make substantial reductions in all territories east of the Mountain Pacific district, and interterritorially, except within Official territory where the basic rates are slightly increased in some instances and slightly reduced in others. Recent general increases authorized are not taken into account in this statement."

The division's examination of the new set-up as a whole, so it said, "strongly negatives the suggestion made by some protests that the adjustment before us is motivated by a desire to make our orders a vehicle of accomplishing unauthorized general revenue increases."

At the same time, the report empha-

N.Y.C. HAS "QUESTION CAR" ON STOCKHOLDERS' SPECIAL

The New York Central, said to be the only railroad to operate a special train for its annual stockholders' meeting, introduced another innovation on May 28.

When more than 250 stockholders boarded the stockholders' special at New York's Grand Central Terminal on that day to travel to the annual meeting at Albany, they found a "Question Car," where President Gustav Metzman and many other top officers were available for informal discussion of any problems on the minds of stockholders. The opportunity for person-to-person discussions was provided because of a feeling that many stockholders might be hesitant about standing up before an audience at the meeting itself.

The "Question Car" was operated on both parts of the round-trip between New York and Albany.

sized that the decision not to suspend did not indicate commission approval "of each and every classification rule or item or particular rate involved, or any of them." "All matters of classification," the report continued, "remain open to attack by any interested party in the manner provided by the act, or subject to investigation on our own motion. The class-rate schedules are to be considered as similar to other filed schedules of rates which have been prescribed by the commission. If they are deemed to be in any respect in violation of the act, they are subject to the remedies the law affords in such cases, and should be attacked in the manner provided by section 13 of the act."

Previously, the report had said that the new classification was "in substantial compliance with the commission's specifications"; and that the new class rates "are precisely those which the commission has found lawful . . . after full hearing, judicial review thereof, and further hearing." In closing, the report had this to say:

"We accept the assurance of the carriers that they will cooperate with shippers and the commission in the correction of any maladjustments. . . . Accomplishment of the purposes of the schedules before us will be a decided improvement in the class-rate situation. While numerous important rate problems will remain to be solved, we are convinced that, as stated by a leading industrial traffic association, 'the resulting improved tariff situation justifies intense concentration and a cooperative attitude between carriers and shippers in the solution of these problems' —in the furtherance of which cooperation the services of the commission and its staff will be at all times available."

Government Control Ended Promptly After Settlement of Wage-Rules Disputes

Government control and Army operation of railroads was terminated by Secretary of the Army Frank Pace, Jr., at 4 p.m., Eastern Daylight Time, on May 23.

That was two days after operating brotherhoods involved in wage and rules disputes had agreed to settle with railroad managements on the basis of the "package" proposal made by Dr. John R. Steelman, assistant to President Truman. The proposal had been accepted by management the same day it was submitted to the parties—May 19.

The unions involved were the Brotherhood of Locomotive Engineers; Brotherhood of Locomotive Firemen & Enginemen; and Order of Railway Conductors. The settlement was reported briefly in *Railway Age* of May 26, page 12. It was on the pattern of the settlement agreed to a year earlier by the Brotherhood of Railroad Trainmen, which in turn was based on the memorandum of agreement signed at the White House December 21, 1950, by leaders of the four "op" unions, only to be rejected by the general chairmen of those brotherhoods.

The government control period now ended lasted just a few days short of a year and nine months. It began at 4 p.m., Eastern Standard Time, on August 27, 1950, President Truman having issued the seizure order in the face of a strike threat posed by the B.R.T. and O.R.C. (*Railway Age*, September 2, 1950, page 71). It marked the fourth time since 1943 that a strike threat growing out of a wage and rules controversy had brought on government control.

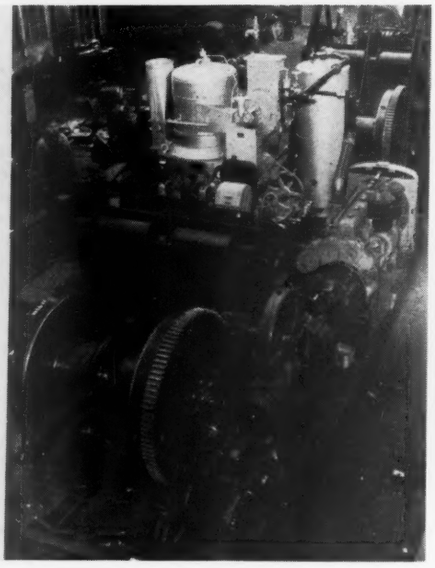
Previous Seizures

The latest previous period of Army operation was from May 10, 1948, until July 9, 1948. That resulted from a strike threat posed by the B.L.E., the B.L.F.&E., and the Switchmen's Union of North America. Two years earlier, in May 1946, there was a nine-day period of government operation which included the two-day strike staged by the B.L.E. and B.R.T. Interstate Commerce Commissioner J. Monroe Johnson, in his former role of director of the Office of Defense Transportation, had the operating job at that time.

From December 27, 1943, to January 18, 1944, the carriers were operated by the secretary of the army's predecessor, the secretary of war. That seizure, by the late President Roosevelt, resulted from a strike threat by all the so-called standard railroad labor organizations except the B.L.E. and B.R.T.

The seizure plans have been about the same in all cases. In the present case, as indicated above, the President's seizure order assigned the job of operating the railroads to Secretary Pace. Mr. Pace delegated the assignment to his undersecretary, Karl R. Bendetsen. Seven railroad presidents were on active duty as Army colonels, serving as regional directors.

They were: Gustav Metzman of the New York Central, Eastern region; Roy B. White of the Baltimore & Ohio, Allegheny region; H. A. De Butts of the Southeastern, Southeastern region; R. H. Smith of the Norfolk & Western, Pocahontas region; J. D. Farrington of the Chicago, Rock Island & Pacific, Central Western region; Clark Hungerford of the St. Louis-San Francisco,



A STEAM GENERATOR will power the pile driving hammer of this new 50-ton Industrial Brownhoist crane being built at Bay City, Mich., for the Western Pacific. The Vapor-Clarkson generator will not, however, operate nor move the crane itself. That will be done with diesel-electric power.

Southwestern region; and R. S. Macfarlane of the Northern Pacific, Northwestern region.

The army's chief of transportation, Major General Frank A. Heileman, served as director of operations on Undersecretary Bendetsen's staff. Brigadier General Andrew F. McIntyre (of the Pennsylvania), wartime chief of the Transportation Corp's Railway Transport Service Division, was again on active duty as executive to General Heileman.

Secretary Pace's prompt action in ending government control was in response to a May 23 letter from President Truman. After advising Mr. Pace that the wage-rules disputes had been settled, the President added: "It is accordingly in order for you to initiate immediate steps for the termination of possession, control and operation of the transportation systems . . . to become effective at the earliest feasible moment."

The secretary's announcement fixing the termination hour said that the field organization which the Army set up to administer the seizure order would be dissolved "as quickly as possible." The order also said that the seven railroad presidents who served as regional directors had been "relieved from active duty." It was expected that the final settlement between the government and the railroad companies would be on the basis of mutual release from financial liability. That was done in the previous seizure cases.

As reported in last week's issue, the wage phase of the settlement will give retroactive increases of 22½ cents per hour to roadmen and 37 cents per hour to yardmen. Ten cents in each case will be a cost-of-living increase tied to an escalator clause. Yardmen will get an additional increase of four cents per hour "if and when they convert to a five-day week on individual properties."

As Dr. Steelman's announcement pointed out, these wage adjustments are the same as those embodied in the December 21, 1950, agreement which general chairmen of the unions refused to ratify. As for the rules in dispute, the unions got binding-arbitration provisions eliminated from the rule which the carriers proposed to cover establishment of interdivisional runs. Arbitration provisions are in the interdivisonal-run rule embodied in the B.R.T. agreement.

In lieu of arbitration provisions, the interdivisional-run rule now agreed upon will have provisions for establishment of a national committee to handle disputes not settled through procedures of negotiation or mediation under the Railway Labor Act. The Steelman announcement seemed to indicate that a like interdivisional-run rule would be offered to the B.R.T. The announcement said:

"The principal change [from the December 21, 1950, memorandum and the settlement with the B.R.T.] was in procedure as to processing disputes over interdivisional runs. . . . On December 21, 1950, the four brotherhoods and the carriers had agreed on setting up a National Committee to handle disputes not resolved through regular procedures of negotiation or mediation under the Railway Labor Act. When the B.R.T. settled . . . and the others did not settle, this National Committee

NEW SERVICES AND PUBLICATIONS OF INTEREST TO SHIPPERS

ATLANTIC COAST LINE—On May 5 substituted truck service for handling l.c.l. was inaugurated, serving, with minor exceptions, the following points in Georgia: Waycross, Tifton, Fitzgerald and points between; Waycross, McIntosh, Folkston and points between; Waycross to Quitman and points between; Thomasville and Tifton and points between.

BALTIMORE & OHIO—Has made changes in its scheduled l.c.l. car lines:

Car lines discontinued:

Brighton, Ohio, to Milwaukee, Wis. (C. & N. W.).

New car lines:

Brighton, Ohio, to Milwaukee (C. M. St. P. & P.); New York (Pier 39) to Rocky Mount, N. C. (A. C. L.).

DELAWARE & HUDSON—Issued new "Schedules of Through and Local Freight Trains."

ERIE—Made changes in its freight train schedules (all times Standard in their zones), some of the more important of which are:

Eastbound:

NY-98—Marion, Ohio, to Croxton, N. J., leaves Marion 10:30 a.m. instead of 10:00 a.m., arriving Croxton same time as before; No. 100, the eastbound "Flying Saucer," now leaves Chicago 7:00 p.m. and arrives Jersey City 7:30 a.m. on second morning.

Westbound:

No. 87, Croxton to Buffalo, N. Y., now leaves 10:30 p.m. instead of 11:30 p.m., and arrives Buffalo 4:00 p.m. instead of 5:30 p.m.; No. 275, Youngstown, Ohio, to Kent has been cancelled; No. 99, the westbound "Flying Saucer" now leaves Jersey City, N. J., at 7:30 p.m. instead of 8:30 p.m., arriving Chicago at 2:00 a.m. instead of 3:00 a.m., for second morning.

MISSOURI PACIFIC—Issued a 28-page booklet on its "Eagle Merchandise Service." Package car schedules, local and interline, way car and truck routes are given, as is an explanation of the M.P.'s "Speedbox" container service.

NEW YORK CENTRAL—Made the following changes in its scheduled l.c.l. car lines:

Car lines discontinued:

Bellefontaine, Ohio, to East St. Louis, Ill.; Chicago (So. Water St.) to Springfield, Ohio; E. St. Louis, Ill. to Hartford, Conn. (N. Y. N. H. & H.); Louisville, Ky., to Cleveland; Springfield, Ohio, to Newberry Jct., Pa. (Rdg.); Cleveland to Newberry Jct. (Rdg.); Louisville, Ky., to Detroit, Mich.; Detroit to Owosso; Detroit to Elkhart, Ind.; Detroit to Erie, Pa.

New car lines:

E. St. Louis, Ill., to Springfield, Mass. (tri-weekly); E. St. Louis to Syracuse, N. Y. (tri-weekly); Louisville, Ky., to Springfield, Ohio; Springfield, Ohio to Wayne Jct., Pa. (Rdg.); Cleveland to Wayne Jct. (Rdg.); Jackson, Mich., to Owosso.

NEW YORK, NEW HAVEN & HARTFORD—The April 27 edition of this road's "Freight Train and Package Car Schedules" announced several changes in train schedules as well as the addition—and cancellation—of several trains. Of wide interest is cancellation of NE-1, the "Speed Witch," Boston to Philadelphia, in conjunction with the Pennsylvania. In its place there are now three trains, BNE-1 from Boston to Bay Ridge, N. Y., PNE-1 from Providence, R. I., to Bay Ridge and NNE-1 from Cedar Hill to Bay Ridge. (These trains are named respectively the Boston, Providence and New Haven "Speed Witches"). All are combined at Greenville, N. J., by the P. R. R. to form the "Speed Witch" to Philadelphia.

PENNSYLVANIA—Has made the following changes in scheduled l.c.l. car lines:

New car lines:

Pittsburgh (11th St.) Pa., to Chicago (Soo Line); Chicago and Columbus, Ohio, which formerly loaded freight for Sharon, Pa., Farrell, Sharpsville, W. Middlesex and Wheatland in cars to Pittsburgh 11th St., now load this freight to Youngstown, Ohio, from whence it is trucked to destination.

The Pennsylvania is trucking l.c.l. freight to all connections at Norfolk, Va.

"THE TIME FOR FOOLING IS OVER," J. J. Brinkworth, vice-president—Lines West, New York Central, told members of the Rail Transportation Division of Chicago's Civil Defense Corps on May 13. "Transportation is the number one item after a bombing has taken place. We must prepare for that unbelievable possibility by learning now to work together, for when and if that time comes we will cease to be members of individual railroads. The job belongs to all of us and we must take it seriously," he said.

At the luncheon meeting, members of the division were given copies of the organization's guide book recently compiled under the leadership of Chairman C. P. Fisher (seated on Mr. Brinkworth's right), general manager, Chicago Union Station Company. The book depicts the organizational structure of the division and describes operating procedures to be taken in the event of an emergency. The division's basic plan of operation was described in the December 23, 1950, *Railway Age*, page 20.

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could not be formed. Now that the other three have settled, the method of handling such disputes through the National Committee will be followed."

Other rules involved in the case included that relating to pooling cabooses, where "a slight change was made in language for clarification but no change in substance," and the rule relating to pay of operating employees for performing more than one class of service on a single tour of duty. The agreement provides for arbitration of disputes involving application of the latter rule. The B.R.T. agreement provides for settlement of such disputes by a referee.

A statement issued by the three brotherhoods said they felt "some disappointment" about the settlement. The statement was issued by Grand Chief Engineer James P. Shields of the B.L.E., President D. B. Robertson of the B.L.F.&E., and President R. O. Hughes of the O.R.C. They complained they had "no better alternatives" than the Steelman proposal "under one-sided government seizure" and "rule by labor injunction."

The labor leaders' statement went on to say that the "chief obstacle" to earlier settlement was a "prolonged fight" over the interdivisional-run rule. "The White House terms," the statement continued, "struck out the carrier demand for compulsory arbitration of this issue and made it subject to collective bargaining. The brotherhood executives cited this as the major improvement over the agreement accepted by the Brotherhood of Railroad Trainmen."

Other "advantages" cited were the extension of yard wage rates to cover "belt line and transfer workers," and the arbitration (instead of referee) arrangement for settling disputes about application of the more-than-one-class-of-service rule.

President W. P. Kennedy of the B.R.T. also issued a statement—to "congratulate" the three unions on their settlement. "Despite many requests," the B.R.T. president added, "it will serve no constructive purpose for me to comment on the obvious, essential identity between the Trainmen's agreement and the settlement announced today."

Mr. Kennedy went on to suggest the time was now "ripe for a cooperative, genuine effort to restore to the railroad industry the democratic freedoms we call collective bargaining." He also said that "excessive government intervention, token seizures, labor injunctions . . . are inadequate—indeed, menacing substitutes for true collective bargaining."

Agreements carrying out the settlement's terms were signed by union and management representatives on May 23. Like those of the previous settlements, the agreements will run until October 1, 1953. The management representatives were members of three regional conference committees, headed by L. W. Horning, vice-president of the New York Central, D. P. Loomis, chairman of the Association of Western Railways, and W. S. Baker, assistant vice-president, Atlantic Coast Line.

The disputes had their beginnings more than three years ago when the O.R.C. and B.R.T. served their demands on the carriers. The B.L.E. and B.L.F.&E. demands were served later. All the cases, except that involving the B.L.E. demands, were passed upon by emergency boards, reports of which were accepted by the railroads but rejected by the unions.

Rail, N.I.T. League Groups Approve Proposals To Simplify Tariffs

Five recommendations drawn up by the Railroads' Tariff Research Group were approved at the latest joint meeting between the railroad tariff simplification committee and the National Industrial Traffic League's Cooperating Committee. The research group, which made public the committees' action, said they also approved the group's plan to review the general and special rules of all agency line-haul rate tariffs.

Fred Carpi, vice-president of the Pennsylvania, heads the railroad committee, and John W. Peters, traffic manager of Delco-Remy Division, General Motors Corporation, is chairman of the N.I.T. League committee. The research group, which works under the direction of Mr. Carpi's committee, is headed by Charles S. Baxter.

Tariff reform measures approved at the joint committee meeting included adoption of a declaration of policy, as well as specific items on routing, commodity descriptions, form of rate tables, and phraseology and punctuation of tariff narrative matter.

Procedure was established for advising tariff-makers of the standards approved by the railroad-N.I.T. League committees. The research group will issue "Freight Tariff Improvement Bulletins" signed by John J. Fitzpatrick, W. H. Dana, and J. G. Kerr. These men are chairmen of the three major territorial rate associations of the railroads.

Also considered at the recent meeting was a report prepared by the research group on the class rate tariff situation expected to exist after May 30 in territories east of the Rocky Mountains. The new "28300" class rates and Uniform Classification No. 1 became effective on that date.

The research-group report was submitted to the committees as "information," but it emphasized "the importance of cancelling the 92 old tariffs" which were in effect before May 30. The pre-28300 class rate structures required 92 tariffs with 58,810 pages, while the standardized grouping and other techniques observed in publishing the 28300 rates enabled publication in 12 rate tariffs and one basing tariff with a total of only 4,871 pages of tariff matter, the report said.

"We cannot too strongly emphasize the importance of cancelling the 92 old tariffs in any major simplification program," the research group told the committees. The committees subsequently directed that copies of this report be sent to railroad chief traffic officers and to all members of the N.I.T. League.

Specific recommendations approved by the railroad-N.I.T. League committees during the meeting are presently being forwarded, via "Freight Tariff Improvement Bulletins," to chief traffic officers of railroads and to tariff publishing agents. The "declaration of policy" adopted at the meeting is as follows:

"It is the consensus of this joint body that the absence of national uniformity in the make-up of freight tariffs is a basic problem that must be overcome in improving tariffs from the standpoint of efficient use."

The items approved with respect to routing, commodity descriptions, form of rate tables, and phraseology and punctuation of tariff narrative matter were as follows:

"(a) *With respect to tariffs so arranged that a particular portion or section is devoted to the statement of routing*: That publishing agents and issuing officers of individual roads be directed, as each such tariff is next reissued, to transfer to the routing section of the tariff all matter in the general rules or applications of rates section of the tariffs, which limits the application of rates from a routing standpoint, or confines or extends application of the rates to certain lines and connections or via specified junctions, negatively or affirmatively.

"(b) *With respect to tariffs which have no particular portion or section for the statement of routing*: That as tariffs are reissued such matter be lifted from its present positions, 'packaged' and stated in the back portion of the tariff following the rate section.

"(c) That these recommendations specifically exclude routing provided in particular rate items or attached to particular rates by reference marks or routing symbols.

"That chief traffic officers of all railroads be urged to admonish subordinate officials to require, in the preparation of carriers' rate proposals, conformity with commodity descriptions shown in the governing classification except (a) when the proposed rate(s) will be added to a body of rates already published under a description which does not conform to the classification or (b) when practical needs necessitate some different description; and that any different description should not be proposed without the personal approval of a traffic officer.

"That hereafter in the issuance of tariffs stating rates or rate bases in checkerboard form that each separate side line station or group number be numbered consecutively as individual items.

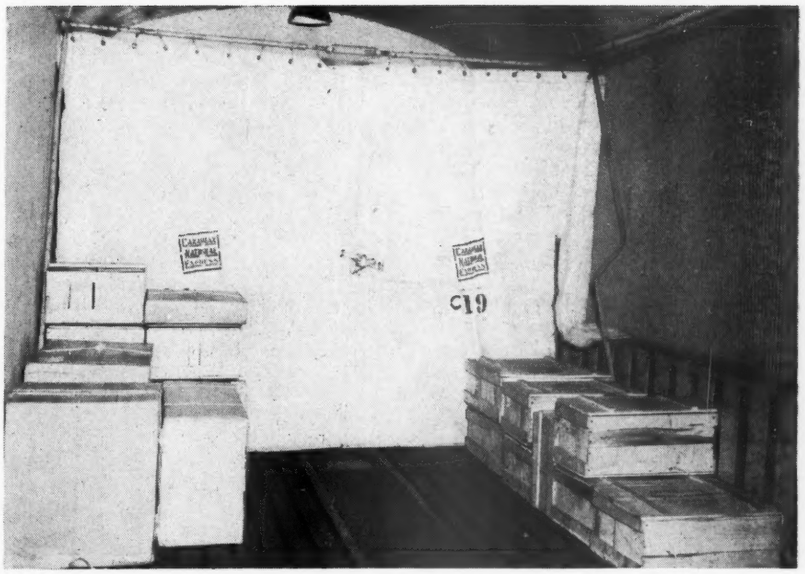
Other Proposals

"That the chief traffic officers of individual lines be urged to direct the setting up of internal procedures whereby subject matter being prepared for submission as rate proposals will be scrutinized objectively for clarity, correct punctuation, and faithfulness to the intended purpose of all narrative matter (including commodity descriptions) which they propose to suggest for incorporation in tariffs.

"That the chairman of each rate committee be directed to emphasize to members of the standing rate committees their individual responsibility for a critical survey of all rate proposals for imperfections in the statement of narrative matter (including commodity descriptions) and for pointing up for consideration any such matter in which correction is deemed advisable."

Meanwhile, the research group has sent out another in its series of questionnaires whereby it is seeking views of interested parties on ways and means of simplifying and otherwise improving tariffs.

The latest questionnaire is No. 7, and it asks this question: "From the standpoint of the tariff user what should be shown in tariffs respecting the participation of individual carriers and what is the most serviceable way of showing it?" As with previous questions, this one was sent to "a selected list of freight tariff users in all interested fields."



EXPRESS REFRIGERATION SERVICE for l.c.l. shipments of perishable commodities, said to be the first of its kind in North America, has been introduced by Canadian National Express. The system-wide service, announced recently by T. H. Martin, general manager, is expected to open new markets for shippers of smaller amounts of cut flowers, fish, yeast, fruit, meat and other commodities. Developed by the C.N.'s express department under direction of L. J. Oliver, transportation supervisor, the new system of refrigerating sections of standard express cars was subjected to many tests before it was put into operation. The equipment—which can be set up in an express car in about four minutes—includes two curtains (one with a zipper), a cross bar with removable ends, hooks for the curtains, a turnbuckle, and four legs, two straight and two curved to clear projecting heater coils on car walls. The refrigerated area (above), can be increased or decreased according to volume of traffic. Refrigeration is provided by portable metal ice-filled tanks.

Six Rail Presidents Seek Assured Grain Car Supply

Statements issued May 23 by chief executives of six Northwest railroads and by President William T. Faricy of the Association of American Railroads pointed up railroad concern over box car supplies for moving the 1952 grain crop.

The six railroad presidents were seeking assurances that an "adequate supply" of readily usable box cars will be available for handling the grain. Appearing before directors of the A.A.R. at the monthly board meeting, they said each of the six roads "should have on its lines from the beginning through the peak of the Northwest grain harvest a supply of quality box cars equal to at least 100 per cent of their respective ownerships."

After the meeting, Mr. Faricy issued a statement in which he said steps are being taken to insure the situation will be met "reasonably well, barring unforeseeable emergencies."

"The association, recognizing its responsibility for distributing available cars to the best advantage in all sections, appreciates the problem presented by the handling of what promises to be an exceptionally large grain crop," Mr. Faricy said.

"Accordingly, the Car Service Division of the A.A.R. issued on May 1 its special order No. 85 for return to Western railroads all box cars of their ownership, as a step in building up car supply in that region. The car supply now is definitely better than it was at this time last year," he added.

The extent to which car supply is better was pointed up, in the latest survey of the "National Transportation Situation," by C.S.D. Chairman A. H. Gass.

Mr. Gass reported there are currently 101,935 more system box cars on home roads than at this time last year. He cited this as an "indication of the effectiveness of the general box car relocation program," and said he felt the figure will continue to increase.

Earlier, Mr. Gass has said box car demands will be "extremely strong" beginning late this month and continuing until late in the fall. Current estimates indicate the winter wheat crop will be only slightly under the combined winter and spring wheat crops of 1951, Mr. Gass added.

The six Northwest-road presidents

told the A.A.R. board it is "imperative" that grain producers and marketing concerns in the Northwest be assured of a more equitable supply of cars during the 1952 and subsequent harvest seasons than they have had for many years. They emphasized that return to home lines of the highest possible percentage of their own cars "would be a major step" in providing an adequate reservoir of cars.

The statement issued by the Northwest executives said they also conferred with the Interstate Commerce Commission, Defense Transport Administration and congressional delegations from Minnesota, North Dakota, South Dakota, Montana, Iowa and Nebraska.

The six presidents taking part in the discussion were G. A. MacNamara, Soo Line; Robert S. Macfarlane, Northern Pacific; John M. Budd, Great Northern; L. C. Sprague, Minneapolis & St. Louis; John P. Kiley, Chicago, Milwaukee, St. Paul & Pacific, and R. L. Williams, Chicago & North Western.

Canada "Hopes" for Early Start on St. Lawrence

The Canadian cabinet is "hopeful" that Canada and the United States will make a joint move soon to clear the decks for the St. Lawrence seaway project, Transport Minister Lionel Chevrier recently told the House of Commons at Ottawa. Mr. Chevrier said he expects the two countries shortly will file an application with the International Joint Commission for authority to change St. Lawrence river water levels for the 2,200,000-hp. hydro-electric phase of the project.

Approval of that application would enable the two countries to launch the electricity development jointly, bypassing the hurdle of United States Congressional action on the 1941 treaty on the seaway. Canada would build the deep-draft navigation system alone under the presently planned setup. According to terms of the 1941 treaty this would have been a joint project.

Feagler Heads Systems And Procedures Group

May 21 and 22 at New York's Biltmore Hotel, the Railway Systems and Procedures Association was formed and John F. Feagler, chief methods research officer, Chesapeake & Ohio, was elected its first president. The R. S. P. A., composed mainly of, although not restricted to, railroad men responsible for improving their railroads' paperwork procedures, was addressed at a luncheon session on May 21 by James G. Lyne, editor of *Railway Age*, and also by H. C. Stott, vice-president and treasurer of the Albert M. Greenfield Co., realtors, of Philadelphia.

Mr. Lyne told the group there had long been a need for an organization such as had been "born" that day. He offered the services and facilities of his company, the Simmons-Boardman Publishing Corporation, as aids to the R. S. P. A. if the group should want to make use of them.

Mr. Stott said there was nothing anyone resisted quite as much as

John F. Feagler

change. This, he said, was because of man's driving urge to keep his self-respect, which, he added, was man's chief desire. Systems and procedures officers, Mr. Stott continued, should always remember this. When seeking to bring about change the person seeking the change will meet with resistance unless he shows the person the revised

B. E. Wynne

H. C. Stott

procedure effects that his importance will be enhanced rather than diminished. Communication is the secret of successfully bringing about changes, Mr. Stott said.

In addition to electing Mr. Feagler to the presidency, the group made B. E. Wynne, assistant to comptroller, Bessemer & Lake Erie, its vice-president, and J. W. Milliken, associate editor, *Railway Age*, secretary-treasurer.

The next meeting of the R. S. P. A. will be held in Chicago in September.

Freight Car Loadings

Revenue freight car loadings for the week ended May 24 were not available when this issue of *Railway Age* went to press.

Loadings of revenue freight for the week ended May 17 totaled 754,373 cars; the summary for that week, compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, May 17

District	1952	1951	1950
Eastern	128,438	139,506	139,455
Allegheny	156,636	169,176	148,922
Pocahontas	52,212	61,258	55,855
Southern	126,105	129,772	117,155
Northwestern	124,480	131,015	118,132
Central Western	109,888	117,813	107,145
Southwestern	56,614	60,935	56,649
Total Western Districts	290,982	309,763	281,926
Total All Roads	754,373	809,475	743,313
Commodities:			
Grain and grain products	42,279	42,962	38,223
Livestock	8,202	8,239	8,075
Coal	117,497	134,167	138,381
Coke	14,558	16,800	14,379
Forest products	40,795	49,077	42,976
Ore	86,573	84,816	67,951
Merchandise l.c.l.	71,769	76,416	76,770
Miscellaneous	372,700	396,998	356,558
May 17	754,373	809,475	743,313
May 10	719,793	808,127	711,789
May 3	744,592	803,337	743,996
April 26	779,702	824,662	745,295
April 19	735,097	810,022	722,688
Cumulative total 20 weeks	14,469,126	15,067,093	13,198,520

In Canada.—Carloadings for the seven-day period ended May 14 totaled 81,473 cars, compared with 80,631 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
May 14, 1952	81,473	33,744
Cumulative totals		
May 14, 1952	1,467,457	682,503

Santa Fe Adds RDCs To San Diego Service

Four additional daily trains have been added to the Santa Fe's Los Angeles-San Diego service on the 128-mi. "Surf Line." The new passenger schedules—two non-stop commuter runs and two local-express runs—are being handled by a pair of RDC-1 cars operating in multiple. The cars, purchased from the Budd Company, are the first of their kind to be operated in southern California. The new service is additional to that offered by the streamlined "San Diegans" (four daily trips in each direction) and the "San Diego Local" (one trip daily in each direction). These trains continue as before

but with certain adjustments in departure times commensurate with added RDC service.

Seats on the non-stop commuter trips of the RDC cars are reserved in advance and there is a 50-cent seat charge.

On the new local runs, fares charged on the "San Diegan" are in effect. The non-stop runs make the trip in 2 hr. 15 min.—30 min. faster than any train on the previous schedules.

Charges for Unloading Fruit At New York and Phila.

Reporting on "rehearing and further hearing" in the case involving charges for unloading fruits and vegetables at New York and Philadelphia, Pa., the Interstate Commerce Commission has refused to eliminate such charges but it has ordered that they be reduced. The report, dated May 7, was in the I. & S. No. 5500 proceeding, and the charges involved have been in effect since November 1, 1948.

They are the same at New York and Philadelphia, and they range from $1.95 to $2.60 per ton, depending upon the fruits or vegetables involved. The lower charges ordered by the commission will range from $1.05 to $1.65.

The majority report was accompanied by separate expressions which came from Commissioners Splawn, Mitchell and Knudson. Commissioner Patterson did not participate.

Commissioner Knudson's expression was a dissent. He would have struck down the charges on the basis of findings to the effect that the unloading is not an accessorial service but "an essential part of delivery, published as such in respondents' tariffs, the charges for which are included in the through rate."

Commissioner Splawn's expression, in which Commissioners Aitchison and Lee joined, was labeled "concurring specially." It expressed agreement with the majority report only because it will cut the unloading charges and thus afford "some immediate relief to shippers." Meanwhile, Mr. Splawn recalled that he had dissented from the original report in the case, when the commission permitted establishment of unloading charges.

Commissioner Mitchell's expression was a "concurring" one, and Commissioner Johnson joined in it. They would have permitted the railroads to maintain present charges. Those charges, Mr. Mitchell said, have not been increased since they became effective more than 3½ years ago—yet "it is common knowledge . . . that the cost of labor . . . has greatly increased."

D.T.A. Seeks 4th-Quarter Construction Materials

The Defense Transport Administration has forwarded to the Defense Production Administration the fourth-quarter requirements for construction materials in transportation. D.T.A.'s Railroad Transport Division requested 17,000 tons of structural steel and 1,900,000 pounds of copper wire. Much of this material would be used for railroad terminal facilities.

D.T.A. Administrator James K. Knudson said construction in the various fields of transportation is needed "to improve utilization and efficiency and to relieve spot shortages." Other divisions in D.T.A. have requested steel and copper allotments for the transport agencies which they represent.

PUBLIC SCHOOL TEACHERS of Michigan City, Ind., gave their pupils a day's recess recently and set out to learn more about how business and industry keep the nation going. Here a group prepares to board a plant switcher to tour the Pullman-Standard Car Manufacturing Company's Michigan City plant, which this year celebrates its 100th anniversary. Host for the occasion was A. A. Logmann (left), manager of works. Following the tour and a luncheon, the teachers were given the opportunity to question Pullman-Standard officers both about the plant and about free enterprise at work in their community. Later, the carbuilder's officers and those of other local businesses and industries will do a "turnabout" and visit the public schools.

N.Y.C., C. & O. to Try Out "Family Fare" Plan

In a move designed "to lure heavy volume passenger travel back to the rails," the New York Central and the Chesapeake & Ohio have filed with the Interstate Commerce Commission and with various state commissions proposed passenger tariffs covering a "family plan" for free or half-rate rail travel for children under 16, when accompanied by a parent.

Under the plan, children under 12 would ride free, and those from 12 to 15 years old would ride at half fare, when traveling with a parent who holds a full-fare ticket. The plan would apply only to coach travel, and only to round-trip tickets; on the Central, at least, it would be further limited to cases where the parent holds a round-trip coach ticket costing $3.45 or more, including tax. It would, however, be good on any train carrying coaches, and would apply between all points, including those on the Boston & Albany, the Pittsburgh & Lake Erie, and the Peoria & Eastern. On trains on which coach seats are reserved in advance, the seat reservation charge would apply on the number of seats the children would occupy.

Tariffs filed by the Central would go into effect, if approved by the I.C.C., on June 25, for an experimental 120-day period extending to October 22.

Thomas J. Deegan, Jr., C. & O. vice-president—passenger traffic and public relations, described the plan as "progressive railroading," while F. H. Baird, assistant vice-president of the N.Y.C., said it was designed "to encourage families to travel in rail coaches instead of by automobile or other means." The savings, he added, would vary, but would approximate "50 per cent for an average family."

MORE NEWS ON PAGES 102-110

Additional news appears on pages 102-110, with regular news departments beginning on the following pages:

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Organizations	**99**
Construction	**102**

EQUIPMENT AND SUPPLIES

Domestic Equipment Orders Reported in May

Domestic orders for nine diesel-electric locomotive units, 15 steam locomotives, 10 passenger cars and 2,831 freight-train cars were reported by individual purchaser in *Railway Age* in May. Estimated approximate cost of the locomotives is $3,575,000; of the passenger cars, $1,525,000; and of the freight-train cars, $16,336,000. An accompanying table lists the orders in detail.

During the first five months of 1952 *Railway Age* has reported domestic orders by individual purchaser for 651 diesel-electric locomotive units and 15 steam locomotives costing an estimated $103,948,000; 19,940 freight-train cars costing an estimated $123,731,000; and 141 passenger-train cars costing an estimated $10,358,016.

SIGNALING

The **Union Pacific** has ordered from the Union Switch & Signal division of Westinghouse Air Brake material necessary to install centralized traffic control on 14 miles of single track between Villard, Wash. and M.P. 4.3. The 5-ft. Style C control machine will be installed at Attalia, Wash. In addition to code equipment the order includes Styles H-2 and P-5 signals, M-23A dual-control electric switch machines, SL-6A electric switch locks, MC-1 motor car indicators, relays, rectifiers, switch circuit controllers and housings. Field installation work will be handled by railroad forces.

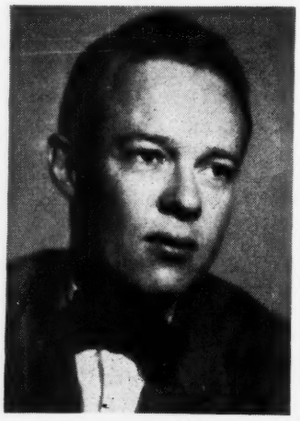
DOMESTIC EQUIPMENT ORDERS REPORTED IN MAY

Purchaser	No.	Type	Issue Reported	Builder
LOCOMOTIVES				
G.M. & O.	2	1,600-hp. Rd.-Sw.	May 5	American-G.E.
N. & W.	15	0-8-0 Switching	May 19	R.R. Shops
Rutland	4	1,600-hp. Rd.-Sw.	May 19	American-G.E.
Utah	3	1,600-hp. Rd.-Sw.	May 12	American-G.E.
PASSENGER CARS				
C.B. & Q.	10	Gallery-type coach	May 5	Budd
FREIGHT CARS				
D.L. & W	100	70-ton Cov. Hopper	May 12	Amer. Car & Fdy.
F.G.E.	500	50-ton Refrigerator	May 12	Pacific Car & Fdy.
N. & W.	500	50-ton Box	May 5	Pullman-Standard
	1,000	70-ton Gondola	May 19	R.R. Shops
	500	50-ton Gondola	May 19	R.R. Shops
	25	70-ton Flat	May 19	R.R. Shops
Phelps Dodge Corp.	6	50-ton Flat	May 19	Baldwin-Lima-Hamilton
T. & P.	200	70-ton Hopper	May 19	R.R. Shops

Harold H. Hall (right), formerly general service manager for the Cummins Engine Company, has been appointed general manager of the Cummins Diesel Export Corporation, with headquarters at Columbus, Ind. Charles C. Sons (left), formerly eastern service manager, has been appointed acting general service manager for Cummins Engine, to replace Mr. Hall. Mr. Hall joined Cummins in 1938 as a service representative in the southeastern region and from 1940 to 1942 was service and parts manager of the Cummins dealership at Memphis, Tenn. He served in the United States Navy as an engineering officer from 1942 to 1945 and, in the latter year, returned to Cummins as a field service representative. In March 1947, he was appointed manager of the Cummins dealership at St. Paul and in December 1948 returned to Columbus as general service manager. Mr. Sons joined the Cummins research laboratory staff in 1947 as a field engineer. In February 1950 he was transferred to the Cummins Diesel Sales Corporation dealership at Hibbing, Minn., and in January 1951 he returned to Columbus as eastern service manager.

SUPPLY TRADE

Hamilton Migel, second vice-president and eastern manager for the **Magnaflux Corporation,** has been appointed to the newly created position of second vice-president in charge of



Hamilton Migel

engineering at Chicago. **Roy O. Schiebel, Jr.,** midwest manager at Chicago, has been transferred to New York as eastern manager. **Kermit A. Skeie** has been appointed to succeed Mr. Schiebel.

Lester D. Chirgwin, vice-president of the **Farrel-Birmingham Company,** Ansonia, Conn., since 1945, has been elected also president of the **Consolidated Machine Tool Corporation,** Rochester, N. Y., a subsidiary

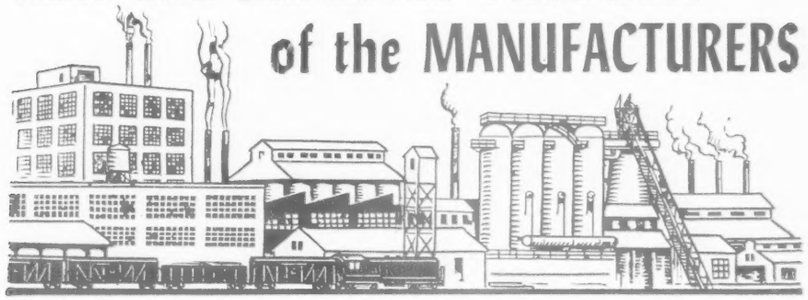
Lester D. Chirgwin

acquired by Farrel-Birmingham in December 1951. Mr. Chirgwin succeeds **Arthur H. Ingle,** president of Consolidated since 1924. Mr. Ingle will remain on the board of directors of both Consolidated and Farrel-Birmingham and continue as corporation consultant.

Bard Browne, vice-president of **Combustion Engineering - Superheater, Inc.,** has been appointed east-

(*Continued on page* 98)

NEW and IMPROVED PRODUCTS of the MANUFACTURERS



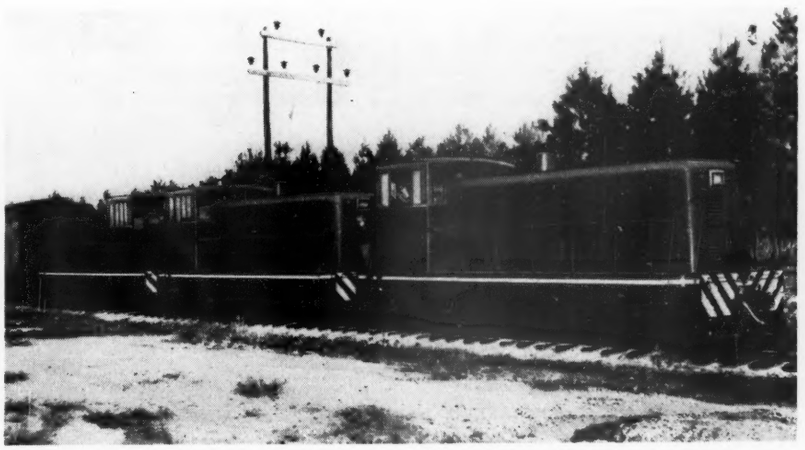
Design Improvements For 70-Ton Switchers

Improvements designed to reduce maintenance costs and increase availability have been announced for the 1952 model of General Electric's 70-ton, 600-hp. diesel-electric switching locomotive.

Among the new model's four design changes is the replacement of the former single-stage water-cooled air compressor with an air-cooled two-stage, belt-driven compressor. Simplified piping, higher efficiency and cooler operation are additional advantages of the new compressor.

New power contactors have been installed to increase the continuous rating and increase the contact life. The contacts are designed to be resistant to welds, and the new contactors also have non-bouncing armatures.

A single relay replaces the original two types of transfer relays, resulting in the elimination of two interlocks in the high voltage circuit. The number of parts needed for maintenance, has been simplified by using identical relays for shunting and transition control.



The simplification of gage panel parts and rearrangement of the gage panel afford added convenience and improved appearance.

Bituminous Mixer

A portable, non-tilting bituminous mixer that is said to have had wide usage in the last year by contractors and municipalities, is now being offered for railway use by the Kwik-Mix Company, a subsidiary of Koehring Company, Milwaukee, Wis.

The mixer is of the pug-mill type, equipped with a charging skip, asphalt pump and piping, asphalt-measuring tip-over type tank, burners and a fuel tank to supply heat to the mixing drum while in operation It is furnished on four pneumatic-tired wheels for portability or on skids for central-mix locations.

Mixing blades specially designed for bituminous materials give the pug mill action by thoroughly working the aggregates and oil from end to center. This is said to coat all aggregate quickly, giving the minimum batch-time cycle. After mixing, a full batch can be dumped in six seconds.

To handle the mixed material from ground to truck, or to a railroad gondola if desired, an auxiliary loader can be attached to the mixer as shown in the photograph. The mixer is available in two sizes, one delivering 10 cu. ft. of mixed material and the other 14 cu. ft. Heaters are provided because the unit is designed for batching "hot mixes," but emulsified and cut-back asphalts can be used in the mixer to produce "cold mixes" if desired.

Check the facts and you'll see why

AAR SOLID BEARINGS

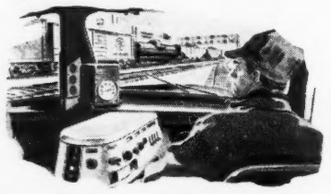
are best for rolling stock

1. GREATER PROTECTION FOR LADING

With "free-floating" AAR solid bearings, lateral shocks are flexibly controlled — not rigidly opposed. Lading gets the smoothest ride on any standard freight car truck.

2. UNRESTRICTED AS TO SPEED AND LOAD

You can take the heaviest loads — make the fastest schedules. Aside from roadbed and traffic conditions, axle size and strength are the only limitations on speed and load when cars are solid bearing equipped.



3. LOWEST ACCELERATING AND RUNNING RESISTANCE

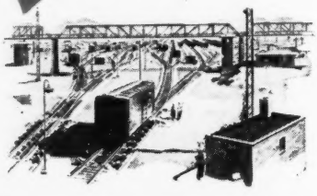
Solid bearings glide on an oil film — like skaters on ice. Identical tests prove they require up to 33% less power to make a run at sub-zero temperatures.

4. LIGHTEST WEIGHT

Solid bearing assemblies average 50 tons less dead weight for each 100 cars in movement — put the maximum tractive effort of locomotives to the business of moving goods.

5. UNEQUALLED PERFORMANCE AT HIGH SPEEDS

All the high-speed overnighters ride on solid bearings — with service records up to 42 million car miles without a heating.



6. INTERCHANGE MADE EASY

Simple, dependable, economical, safe — solid bearings make cars equally at home on any railroad, anywhere, any time.

7. MORE TON MILES PER HOUR AT LOWEST COST

Lowest Bearing Cost

Save 25% on initial *car* cost — four cars for the price of three.

Lowest Fuel Cost

Minimum pounds-per-ton resistance over the whole run — and many tons less dead weight per train.

Lowest Cost for Maintenance

No special equipment, no excessive standby inventories, no skilled labor.

Be sure to get your free copy of "The Facts About AAR Solid Journal Bearings" — 20 full pages of simplified bearing data that's fundamental to train operation. Just write a post card or letter to Magnus Metal Corporation, 111 Broadway, New York 6, N. Y., or 80 E. Jackson Blvd., Chicago 4, Ill.

MAGNUS METAL CORPORATION

Subsidiary of NATIONAL LEAD COMPANY

TO AVOID STRIKES—MAKE THEM RISKY

Nobody on the railroads or among their customers takes naturally to the idea of compulsory arbitration as a means of settling labor disputes. But the recent seizure of the steel plants, and the attitude of the three recalcitrant operating railroad brotherhoods in their delayed acceptance of the latest settlement proposal of the White House, focuses public attention on the utter failure of government seizure as a means toward industrial peace. The seizure of the property of corporations threatened by strikes has not either ended disputes or prevented work-stoppages. Indeed, the only possible effect of seizure is to give aid or comfort to one of the disputants, while pressure is exerted to get a settlement from the other—an effort which usually succeeds, if at all, only in part or after long delay.

Either the government must decide what wages are to be paid by the employer in the future, or it must bring pressure to bear on one of the disputants by seeing to it that he suffers substantial losses as long as government seizure lasts, thereby inducing him to make concessions necessary to end the dispute and, hence, government seizure. What direction this pressure might eventually take is indicated by a bill introduced by Senator Murray last March, under which profits earned by the railroads during a period of government seizure would be impounded and compensation for the use of the property would be determined by a board of control appointed by the President—the board being instructed to give weight, in reckoning compensation, to the fact that the property was strike-bound and devoid of earnings when seizure occurred. The obvious aim of such legislation would be to make seizure so painful that employers would be induced to settle on whatever terms the union might dictate.

Shippers are just as much interested in the railways' labor relations as railway managements are, because they want the railways to be free of strikes and they do not want railway wage outlays—the primary factor in railway costs—pressured up to heights out of line with other businesses and with work actually performed.

Weak Device of Seizure

Government seizure has been only partially successful in preventing work-stoppages and even this weak protective device is about to vanish. The Army's control of the railroads during the past 21 months has been based upon a 1916 act authorizing the government to take control of railroads in time of war. By virtue of an extension of the War Powers Act until June 1, the country is still technically at war at the time this editorial is being written. By the time it is published, the government's war powers may have expired. The unions involved have already questioned in the courts the right of the President to move against a railroad strike, in time of peace, under his inherent powers in the commerce and welfare clauses of the Constitution.

Provision for presidential emergency boards, with powers of recommendation only, was made in the Railway Labor Act in the innocent belief that the public opinion such recommendations would generate would bring acceptance of these recommendations by the parties involved.

But, late in 1941, when the railway unions rejected a board's recommendations and set a nation-wide strike for what turned out to be the day of Pearl Harbor, President Roosevelt reconvened the board and, in effect, directed it to turn itself into a mediation board and squeeze out some additional concessions for the brothers, which the board obligingly proceeded to do.

Ever since, with such a precedent in hand, the unions representing the operating employees have rejected recommendations of emergency boards as a matter of standard practice.

Some time ago, after more than three years' study and discussion, the railroads reluctantly reached a decision to support the principle of compulsory arbitration as a final step for the settlement of railway labor disputes.

This would be accomplished by amending the present laws to make the reports of presidential fact-finding boards final and binding; to outlaw strikes and lockouts; and to write into the law an orderly method of quasi-judicial procedure for settling disputes which are not adjusted through negotiation, mediation or voluntary arbitration.

"Middle-of-the-Road" Proposal

The railroads' position—in the new frame of reference provided by the steel seizure, and by the latest activities of the three "hold-out" railroad brotherhoods —was reiterated by Daniel P. Loomis, chairman of the Association of Western Railways, in a May 20 address to the New York Railroad Club, as reported briefly in our last week's issue. Mr. Loomis suggested a simple compromise proposal, certainly preferable to government seizure and falling short of outright general compulsory arbitration. Briefly, Mr. Loomis proposes that the President be given power to require that labor disputes threatening the continued operation of essential industries be submitted to arbitration, and that the award of the arbitrators *be binding for a period of six months or a year.*

There is at least a probability, he said, that the arbitrators, knowing their decision is binding, would be removed from the temptation to strike a bargain calculated more to get the "hold-out" party to make a settlement than to effect a fair decision. "If the award were put into effect for a limited period of time, there is a strong possibility that, before that period expired, both sides would decide the arrangement was all right and neither side would try to upset it. If one of them did, it might lead only to further arbitration, but not to a work-stoppage."

We will continue to have intermittent strikes and threats of strikes on the railroads as long as striking continues to be profitable and entirely without risk to the strikers. One solution would be to restore to the railways the economic power to fight strikes by employing new men to fill strikers' jobs and/or by withdrawing seniority and pension rights. If the legislators are unwilling to make this concession, then the sole remaining alternative to industrial warfare is to require arbitration of hopelessly deadlocked disputes—with, perhaps, a temporary "binding" of the disputants.

As Mr. Loomis points out, parties in legal cases often settle "out of court" because they hesitate to take the risk of leaving the issue to the judge to decide. Compulsory arbitration would restore an element of risk to the strike threat and to the now customary practice of using collective bargaining as but a stepping-stone to deliberate precipitation of crisis; and to the questionable justice of "peace" attained by negotiating with unchastened aggressors.

CHICAGO CAR MEN WORK TOGETHER

The Car Foremen's Association of Chicago deserves credit for exceptional success in focusing attention at a recent meeting on freight-car handling practices and possibilities of improvement. The device employed was staging a "Car Inspectors' Night"—the third in an annual series—at which inspectors and other car men in the ranks presented short papers describing their work and showing how it contributes to more efficient railroading.

For example: (1) a car man and repair-track write-up man from the Rock Island showed how his work, properly carried out, saves time and money for his railroad; (2) a representative of the C. & O. talked about inspection and servicing of freight-car journal boxes in train yards; (3) a shop inspector and write-up man from the North American Car Corporation discussed inspection and repair of refrigerator and tank cars on arrival at home shops; (4) a Burlington car inspector described inspection and servicing of freight trains for outbound road movement; and (5) a G. M. & O. car inspector outlined essential requirements in selecting and conditioning cars for explosive loading.

The opportunities for economy by railroad men pulling together, or cooperating (to use a badly overworked word), are nowhere better exemplified than in the case of the write-up man who needs every assistance in looking after the interest of his railroad in billing for repairs to foreign equipment and securing protection for system cars damaged by unfair usage on connecting lines. Large sums of money are involved. Accurate billing starts with the car inspector who bad-orders cars in the train yard and makes inspection reports. Lists of damaged parts and work tickets need constant rechecking. Car men call attention to necessary work not reported. Air testers and crane-car operators can, if they will, tell the write-up man of many details necessary for accurate records and also often save him unnecessary steps.

An active association of railroad men with specialized interests is probably the best educational device there is—alike for the instruction of the newer men and for encouraging the older ones to learn and apply improved methods. Such organizations merit encouragement by management, where already functioning, with an effort to establish similar organizations elsewhere if opportunity offers.

HERE COMES THE GRAIN!

Railroads have best car supply in years in harvest territory—Special order effective May 10 directs all roads to send Western cars home —Carriers expect to move second largest wheat crop in U. S. history

Yard and terminal facilities in the Southwest will be used to near capacity for the next several months while the harvest is on.

Grain elevators frequently get "plugged" during the peak of the harvest season, thus complicating the car supply situation.

Beginning about the date of this issue, heavy loadings of winter wheat in the southwestern United States will find the railroads in that territory better equipped to handle the movement than they have been in years. As of April 1, the seven roads involved in the early phases of the grain movement (Missouri Pacific, Frisco, Rock Island, Missouri-Kansas-Texas, Santa Fe, Union Pacific and Burlington—including the Fort Worth & Denver) had plain box cars on line equal to about 94.5 per cent of their ownerships. On May 1 the ratio had increased to 97.2 per cent.

Since car ownership of the southwestern granger roads has increased by nearly 8,000 cars since the same date last year, these roads in 1952 have a much easier car supply situation than in 1951. Still, in the month between May 1 and June 1 the railroads of the United States were faced with the task of getting about 5,000 more plain box cars on these lines to be sure that at least as many cars would be available on the lines involved on that date as on June 1 last year.

While all indications are that car supply in the Southwest will be the best in years to handle the movement of the winter wheat, it is also indicated that the crop to be moved this year will be one of the largest in history, if not the largest. According to the latest estimates of the U. S. Department of Agriculture (U.S.D.A.), the southwestern roads will have to handle a crop estimated at 565 million bushels, 91.5 per cent larger than that of

The Santa Fe will be handling loadings of more than 1,500 cars of grain per day at the peak of the harvest season.

last year. In addition, about 58,000 carloads of the 1951 wheat crop now in storage may be expected to move. Also, with no resealing of old grain (1950 and earlier crops) many more carloads will be added to the task imposed on the railroads.

Helping the situation somewhat this year, in addition to the generally favorable car supply, is the fact that there is more elevator storage space available than last year. A year ago available grain storage space at principal interior markets was 83.5 per cent occupied, while this year it is only 75.3 per cent full. At ports, too, the situation is slightly more favorable than last year. This situation can be very helpful to the carriers, although not all of the space available can be used for storage. (Ten to fifteen per cent of elevator space has to be left vacant so that grain may be "turned.")

Preparation for handling the grain crop really began for the western roads in April. The grain movement is said by Arthur Gass, chairman of the Car Service Division of the Association of American Railroads, to bring about a "greater single demand for box cars in a short period of time than any other mass transportation requirement confronting the railroad industry today." Consequently, preparation for it begins several months before actual movement gets under way.

The concerted drive begins about April 10 of each year when the U.S.D.A. makes its first forecast of the winter wheat crop. As soon as this figure has been released the Car Service Division begins to issue advice and instructions not only to the grain hauling roads but also to the eastern and southern roads which supply many of the box cars used by the western roads in handling the grain crop. Thus, on April 11 of this year, the day after the U.S.D.A. forecast became available, the Car Service Division notified all roads of the department's forecast, and suggested upgrading of all possible cars, relocation of western cars to owners, and the loading eastbound of eastern and southern ownerships. At the same time, eastern and southern roads were told that as of March 15 "there are 3,833 more western ownership plain box cars on eastern-southern district roads than there are eastern and southern ownership plain box cars on western roads."

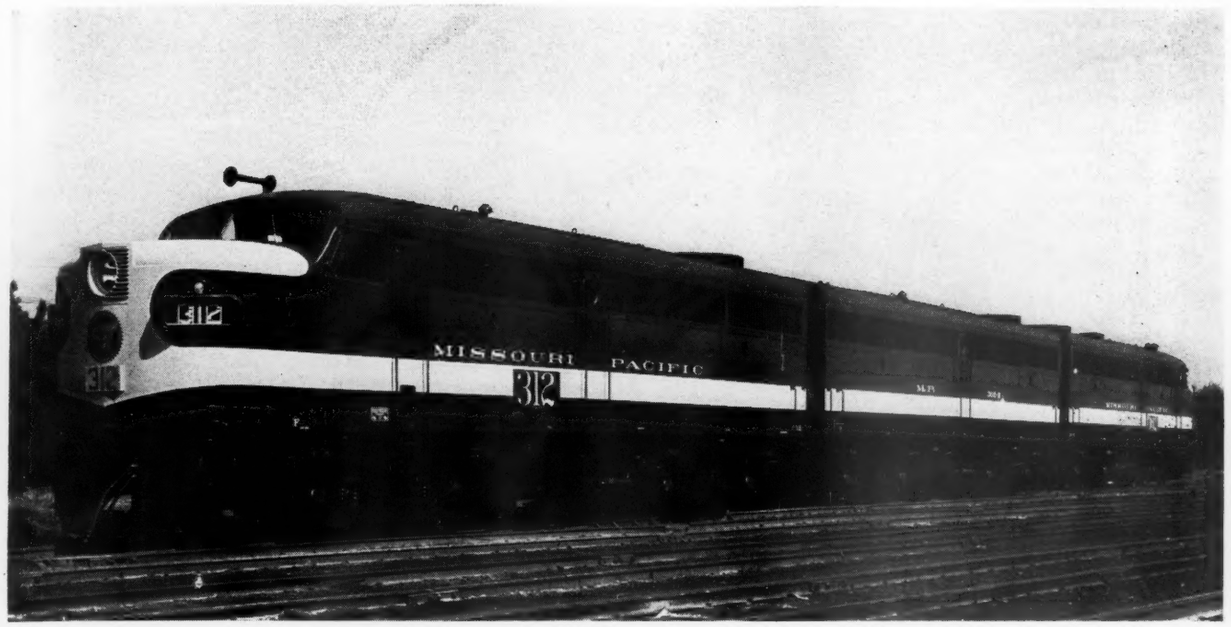
The eastern lines were then asked to return, loaded or empty, box cars belonging to the seven southwestern roads which will feel the brunt of the early movement of the winter wheat. Six days later, J. H. Aydelott, vice-president, Operations and Maintenance Department of the A.A.R., called to the attention of the chief operating officers of all member roads the forecast and particularly stressed the need for upgrading of plain box cars.

Finally, on May 1, Chairman Gass issued Special Car Order No. 85, effective on May 10 and continuing until further notice. This order directs all roads to send home as quickly as possible plain box cars of the following ownerships: Atchison, Topeka & Santa Fe; Chicago & North Western; Chicago, Burlington & Quincy; Chicago, Milwaukee, St. Paul & Pacific; Chicago, Rock Island & Pacific; Chicago, St. Paul, Minneapolis & Omaha; Great Northern; Minneapolis & St. Louis; Soo Line; Missouri-

Plain Box Cars on Line and Percentage of Ownership—1951

	June 1		June 15		July 1		July 15		August 1		August 15		September 1		September 15		October 1	
	On Line	Per Cent	On Line	Per Cent	On Line	Per Cent	On Line	Per Cent	On Line	Per Cent	On Line	Per Cent	On Line	Per Cent	On Line	Per Cent	On Line	Per Cent
Northwest*	103,177	96.5	100,027	93.5	96,600	90.4	94,919	88.8	94,243	87.6	95,979	89.3	108,948	101.0	116,927	108.4	111,837	103.5
Southwest**	138,754	105.1	139,242	105.1	143,180	107.5	144,842	108.7	135,432	101.9	128,461	96.6	127,418	95.8	120,159	90.4	112,321	90.5

*Includes: C.&N.W.; C.St.P.M.&O.; C.G.W.; C.M.St.P.&P.; G.N.; M.&St.L.; N.P.; and Soo.
**Includes: A.T.&S.F.; C.B.&Q.; C.R.I.&P.; F.W.&D.; U.P.; M.-K.-T.; M.P.; and S.L.-S.F.



The high availability of diesels will come in handy now that grain movement is beginning.

Kansas-Texas; Missouri Pacific; Northern Pacific; St. Louis-San Francisco; and Union Pacific. Such cars, said the order, "may be used for loading (other than by owners) only to stations on owner's line or via owner's rails, or to junction with owner, but must not be backhauled to obtain such loading. In absence of loading specified, such cars shall be moved to the owner in service route or short route."

In addition, western roads whose cars are being sent home are warned not to let serviceable plain box cars suitable for merchandise (or better) loading off line *empty* in service or short route, unless told to do so by Car Service Division district managers. (There are some exceptions to the above paraphrased orders.) Cars of the ownerships mentioned above which turn up as empties on an indirect connection of the owner (say, a G.N. car on the New York Central), which do not have a direct home route (e.g., the G.N. car might have come to the N.Y.C. through New England) are to be delivered to any of the roads mentioned in the order which are direct connections of the owning road, for movement to owners. Thus the N.Y.C., if it cannot secure a load for the car to some point on the G.N., may turn it over to the Burlington at Chicago. The Burlington then must haul the car to one of its connections with the G.N.

While all this was going on the western grain roads were hard at work upgrading plain box cars. The Santa Fe, for example, has been upgrading some 500 cars per day at a dozen or so repair tracks in the wheat belt (Hutchinson, Kan., Dodge City, Wichita, Clovis, N.M., etc.). The Rock Island, at Kansas City, El Reno, Okla., Little Rock, Ark., etc., is upgrading cars as fast as it can, with a view to having about 5,000 cars stored by this time. Other roads in the Southwest are proceeding similarly. Last year on June 1 the seven lines which catch the brunt of the first part of the wheat movement had 105.1 per cent of ownership of plain box cars on line. This figure increased to 108.7 per cent by July 15 and declined thereafter until it was 90.5 per cent on October 1.

Typical of preparations made by the western lines are those of the Rock Island. On April 21, following receipt of the U.S.D.A.'s wheat crop forecast of April 10, E. E. Foulks, general superintendent of transportation of the Rock Island, issued instructions for handling the crop. He notified the division superintendents that loading was expected to start on the Southern division during the first week of June, hitting Oklahoma about June 10, the Panhandle division about July 1, then to the Missouri-Kansas and Western divisions about July 15. System cars suitable for grain loading, Mr. Foulks said, must be held in the wheat belt. "When we start the movement of our system cars to the grain belt your current loading insofar as possible to do so must be protected with foreign equipment, in line with car service rules."

Meetings of division staffs were suggested to iron out details of car supply, and all superintendents were told to be sure that supplies on hand of cooperage paper, nails and calking paper were large enough to handle anticipated needs. All were urged to be sure that good switching service was set up to handle loads and empties to and from elevators, so that the railroad might secure "maximum use of the available equipment."

On April 24, Mr. Foulks and F. R. Hosack, the Rock Island's general superintendent of motive power, issued a joint circular containing instructions for both operating and mechanical department forces. It said, among other things, that the demand for cars "makes it necessary that every available system and foreign box car be made suitable for grain or better to the extent that this can be done with available forces." Stressed also was the proper commodity carding of cars so that they would not be "mishandled or lost due to improper carding or omitting commodity carding entirely."

At divisional meetings on the various operating divisions of the railroad this information was passed on down the line. As a typical result of one of these meetings it was determined that on one division alone about 120 additional men, including train and engine crews,

clerks, car men, etc., would be needed to handle the anticipated business. Naturally, this also meant some additional motive power.

As noted above, the eastern and southern railroads play quite a large part in getting western grain to market. On receipt of Special Car Order No. 85, the New York Central, for example, on May 6 issued orders to all transportation officers and others concerned to comply strictly with this order. Car service agents of the N.Y.C., as well as those of the Car Service Division, will be checking to see that the orders are followed out. This means, of course, that all agents, yardmasters, car foremen and inspectors, local freight conductors, and car distributors—the people who can make or break any such program—were notified and will be checked on continuously until suspension of the order.

The records indicate that, contrary to what many people, including many railroad men, may believe, the western roads do not simply feed box cars to the East which never get back home. Nor is the situation just the reverse of this. Because claims and counterclaims are made almost continuously that roads in one section of the country are "bleeding" another section of all its cars, it is important to an understanding of the grain movement that the exchange is, as a matter of fact, surprisingly even. In March 1952, for instance, plain box cars interchanged from the eastern roads to the West exceeded those interchanged in the other direction by slightly more than 8,300. In February the excess was only 6,328, while in January it was 7,176. Naturally, more empties are sent west than come east, and cars in loaded movement are predominantly eastbound. For the whole year 1951, the excess of box cars sent west, over those coming east, was only 80,938, or about 7.5 per cent. In the first 27 days of April of this year the eastern and the southern roads sent a daily average of 1,293 plain box cars, a total of 34,911 of western ownerships, home so that the owning lines could get them set for the grain movement.

People who are not familiar with the grain movement may wonder why so great a supply of cars must be poured into the grain area for handling wheat and other crops at harvest time. The experience of the Santa Fe last year reveals the nature of the problem. On June 1, 1951, when wheat loadings began, that road had 35,625 plain box cars (108.0 per cent of ownership) on line. At the peak on July 15 it had 39,158 cars, or 118.3 per cent of ownership. Last year grain loadings on the Santa Fe totaled about 159,000. Even if all the box cars on line could have been used for grain loadings, each car would have had to handle about three loads. At harvest time, since a car is under load for a minimum of five or six days, at the rate cars are loaded the whole supply would have been taken up in slightly more than 20 days, with at least 35 per cent of the cars under load at the end of that period. Plugged elevators, diversions and reconsignments make the situation even worse, necessitating some juggling of car supply from one point to another. During the peak 45 days of the loading season, July 1 to August 15, the situation is even more acute.

As is generally realized, the winter wheat harvest begins in the Southwest and moves north. The box car supply moves with it. This is graphically illustrated in Chart I, which shows the 1951 car supply situation in the Southwest and Northwest every 15 days from June 1 to October 1.

Next month's Freight Traffic Issue, the July 7 *Railway Age*, will include an up-to-the-minute report on the movement of this year's grain crop.

AERIAL VIEW of the "production line" operation on the site of the Pennsylvania's new ore unloading pier at Greenwich Point on the Delaware river, where 1,210 reinforced concrete piles are being cast (center and right foreground). Twenty inches square and up to 89 feet long, the piles will be driven into the bed of the river, beginning later this month, as the base for the new pier, which is expected to be ready for service during the summer of 1953. It will extend 850 feet into the river between the coal dumper (top) and the transfer bridge.

Cooperation and coordination—between people and between departments—is a Cotton Belt operating policy. A good measure of the road's excellent operating performance is due to this policy—which has been in effect so long it is now a habit. Here a maintenance crew working on the 5-mile long bridge over the White River bottoms south of Clarendon, Ark., watches the third section of the "Motor Special" roar south.

Cotton Belt Speed and Performance Teamed for Better Service

Service, speed and concentration on the needs of freight traffic are traditions of the St. Louis Southwestern. This year—the 75th anniversary of the railroad and the 21st anniversary of its nationally famous "Blue Streak Merchandise" train—an appraisal of the line's efficient and reliable freight service policy shows that it is producing results in the way that counts most: steadily increasing revenue tonnage. The Cotton Belt has consistently shown traffic volume gains better than the average for the region it serves, and greater than the average of indices of industrial activity for its region.

This performance is made all the more interesting by the fact that the Cotton Belt is primarily a "bridge" carrier—receiving and delivering most of its freight volume from and to connecting roads. It serves few "exclusive territories" and has no terminal monopolies to give it a better chance at traffic. Most of the important traffic centers along its lines are ably served by one

The Cotton Belt specializes in "keeping 'em moving." So switching tours are carefully timed to provide close connections with the arrivals and departures of principal trains.

[The Cotton Belt has long been known among shippers for the excellence of its service, and has had a reputation of being a competent, capable operator. A *Railway Age* reporter went down to see what produced this reputation.

The Cotton Belt is largely a "bridge" carrier—relying to a great extent on overhead traffic—and adheres firmly to the belief that the shipper is concerned solely with the overall performance of an interline route, rather than with any individual railroad in that route. The road is proud of the interline routes in which it participates, and firmly believes each one of them offers excellent service, but is quick to point out that the Cotton Belt is but one of many participating railroads, and deserves no more than a proportionate share of the credit.

Despite this reluctance of the Cotton Belt management to boast or make display of its virtues, we feel impelled to set down the story of its service as we saw it.—Editor]

or more other railroads—usually providing service to and from the same major points as the Cotton Belt.

This situation has been around a long time. The road's management has grown used to it, and has learned how to make this seeming handicap work to its benefit. Further, "bridge" traffic is apt to be highly volatile, partly because the people who actually control this traffic are widely scattered and rarely live along the line, and partly because there is considerable and vigorous competition for this business.

"Matchless Service"

The Cotton Belt's southbound fleet is paced by the famous "Blue Streak Merchandise" train—now in its 21st year of operation from St. Louis and Memphis to the Southwest. This train, scheduled to leave East St. Louis at 9:30 p.m. daily, gives merchandise traffic first morning delivery as far south as Pine Bluff, Ark.—410 miles.

The objective of "Blue Streak Merchandise" service south of Pine Bluff is to accord not later than second morning delivery of merchandise from St. Louis and Memphis to the important distributing centers in the Southwest located on, east and north of a line drawn from Sherman, Fort Worth, Waco, San Antonio, Houston and Beaumont, Tex., to Lake Charles, La.; and third morning, or earlier, delivery to other Texas points beyond that line.

This excellent service is accomplished by giving the "Blue Streak Merchandise" train (commonly referred to on the Cotton Belt as the "BSM") the right of way over all trains—freight or passenger—in both directions, limiting its stops to key distribution points, the use of diesel power, outstanding train dispatching facilitated by centralized traffic control, and a complete realization by the operating forces—including train crews—of the objectives to be accomplished. By this method of operation, the "BSM" has been able to attain an overall average speed record of 34 m.p.h. from Valley Junction (East St. Louis) to Pine Bluff.

To serve the widespread area of the great Southwest with equal dependability, at Pine Bluff the "BSM" becomes three separate trains, each handling carload as well as merchandise traffic from St. Louis, Memphis, Little Rock and other origins and junctions north of Pine Bluff—and each operating on a fast schedule with overall performance about equal to that north of Pine Bluff.

From Pine Bluff, the first "BSM" runs to Waco and Corsicana, Tex., making possible a second morning arrival at the important distributing center of San Antonio, and a third morning arrival in El Paso and in important cities of the Rio Grande Valley. In addition, this train also handles traffic for Arizona and California destinations.

Corsicana is the largest interchange point between the Cotton Belt and Southern Pacific. Closely coordinated schedules are maintained through this junction—facilitated by a joint yard operation which makes interchange possible between the two lines in as little as thirty minutes.

The second "BSM" is operated from Pine Bluff to Dallas, Fort Worth and Sherman, Tex.,—which, in addition to being important distribution centers in their own right, are important junctions between the Cotton Belt and its connections to important distribution centers north, west and south.

A third "BSM" is operated to Shreveport, La.—not only to serve Shreveport, in itself an important distribution center—but to provide second morning delivery to Houston, Beaumont, Lake Charles and other important distribution centers in South Texas and Louisiana. Shreveport is the second largest interchange point between the Cotton Belt and Southern Pacific and is also an important interchange point with the Kansas City Southern, Louisiana & Arkansas, Illinois Central, and Texas & Pacific. A joint yard with the S.P. at Shreveport obviates customary delays in interchanging traffic, and facilitates through schedules to destinations on the S.P. in southern Louisiana and Texas.

"Motor Special"

Second only to the "BSM" in the southbound "Blue Streak" fleet is the "Motor Special," handling all types of manufactured articles, and likewise operating on a fast schedule. As its name implies, it is scheduled to provide through movement of motor parts and other commodities to southwestern connections in Arkansas, Louisiana and Texas. Traffic for this train is so heavy that it frequently operates in three sections—and never with less than two. Although the last section quite often leaves St. Louis around midnight, it still makes the same connections as the first section departing at 8:30 p.m. or earlier.

Substantially the same operating pattern is used for the "Motor Special" as for the "BSM." This arrangement insures third morning or earlier arrival of carload traffic from St. Louis and Memphis at destinations where second morning delivery of merchandise traffic is available.

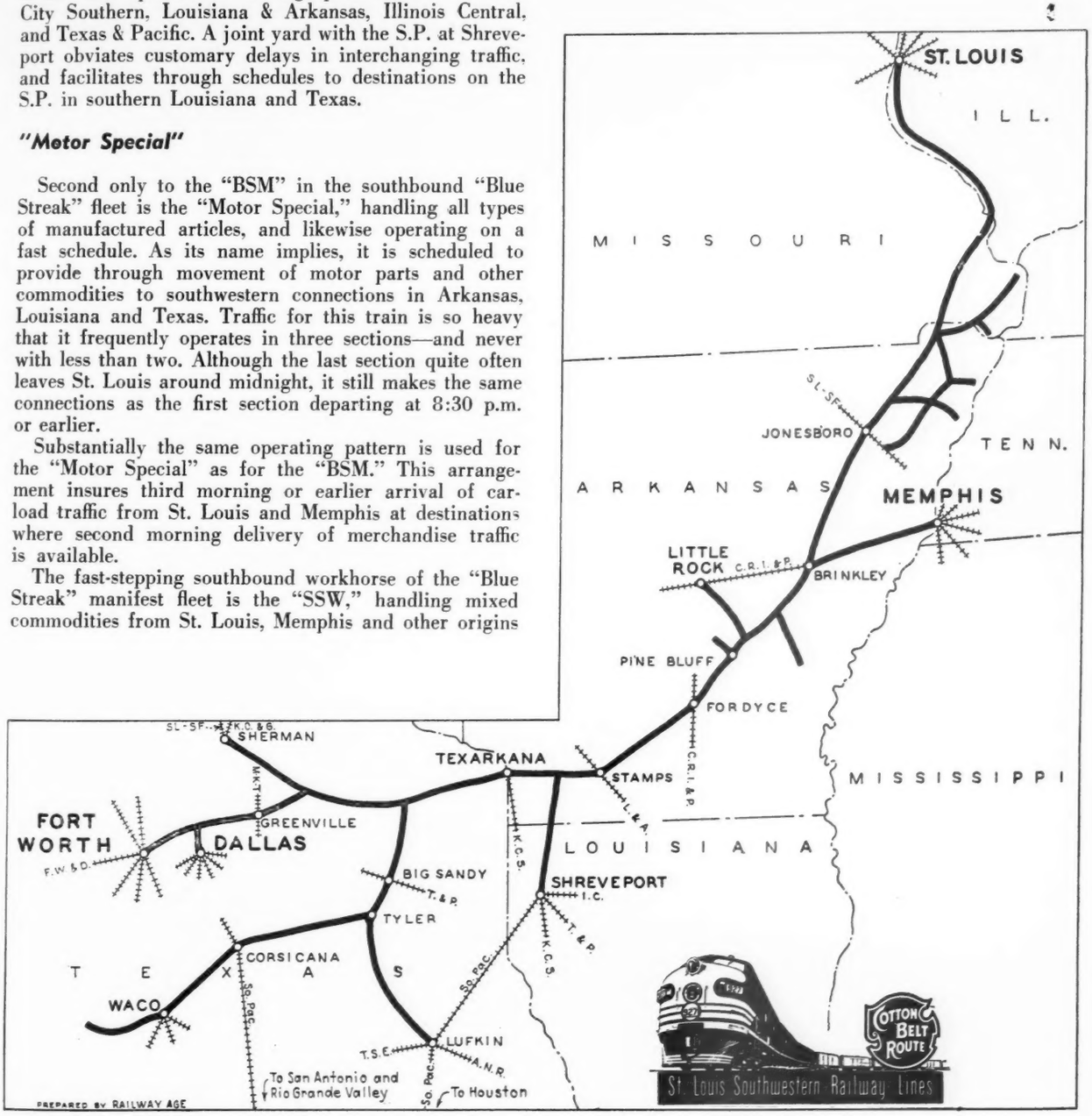
The fast-stepping southbound workhorse of the "Blue Streak" manifest fleet is the "SSW," handling mixed commodities from St. Louis, Memphis and other origins and junctions north of Pine Bluff for all principal southern and western destinations.

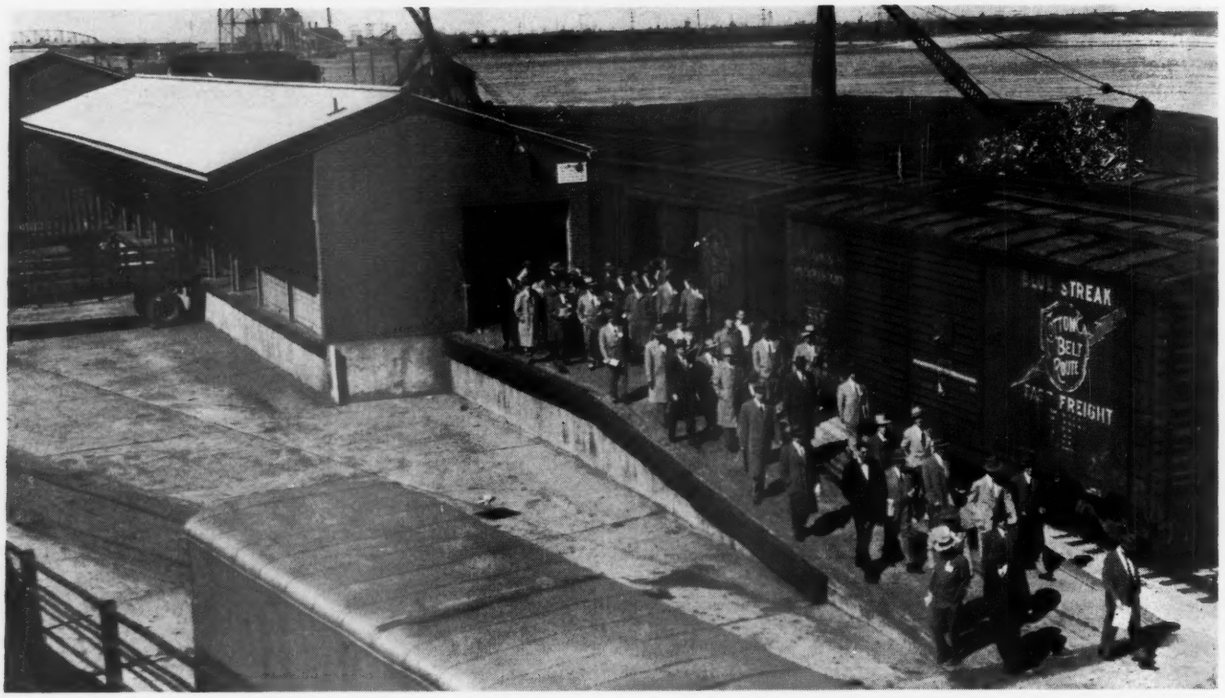
Manufactured articles of all kinds make the largest volume of southbound freight on the Cotton Belt.

Perishable Traffic

Northbound traffic is entirely different in character, being principally perishables from California, Arizona and Texas; other argicultural, forest, petroleum, and paper mill products; industrial chemicals and various raw and semiraw materials for manufacture or further processing at eastern and northern consuming and manufacturing points.

This traffic is accommodated by the operation of three all-season trains—each one often operated in two or more sections—supplemented by special trains during the heavy perishable moving seasons. The "Colton





Cotton Belt traffic men know their business—and know their railroad. Each year the 125 commercial and other representatives of "off-line" agencies come to St. Louis for an annual traffic department "Family Meeting" and inspection of the railroad and its industries. They are shown here leaving the Florida Street freighthouse.

Block," "LA-RI" and "Number 18" are the three northbound all-year-round trains. In season, special perishable "block" trains are operated from the Imperial Valley in California, the Salt River Valley in Arizona, the Rio Grande Valley in Texas, and from Laredo, Tex. One or more of these special "block" trains are in operation eight months out of the year, and during some periods all four are in operation.

The "Colton Block" is timed primarily for the movement of perishable fruits and vegetables—particularly for citrus fruit, which moves the year round—originating at points west of Colton, Cal. This train—in addition to handling perishables from other producing sections before sufficient volume is attained to warrant independent "block" operation—also handles all types of northbound and eastbound traffic, as do all of the special perishable "blocks" when they are operated. This method of operation affords non-perishable traffic the same expedited service northbound as is accorded perishable traffic. Adherence to this policy frequently necessitates the operation of additional sections of the "Colton Block" during all seasons.

When special trains are being run from the Imperial and Salt River Valleys, their perishable "blocks" usually reach Corsicana not later than 3:30 p.m. They are dispatched at 4 p.m. as a through train, designated as the "IV-SRV," scheduled to reach East St. Louis the following day at 8 p.m., or 28 hours after departure from Corsicana. Since a substantial number of the shipments in this train are perishables requiring reicing at Pine Bluff—which requires approximately two hours—the 752 miles from Corsicana to East St. Louis must be accomplished in 26 hours, or only two hours longer than the schedule of the southbound "BSM."

Perishable traffic from the Rio Grande Valley and Laredo comes via the S.P. through Houston to Shreveport, and is scheduled to reach East St. Louis at 8 p.m. on the third night from its points of origin. These two "blocks" usually reach Shreveport so that they may be operated as a single through train from Shreveport to East St. Louis, designated as the "RGV." When tonnage is insufficient to warrant a through train operation, these blocks are consolidated with the first or second section of the "Colton Block" at Pine Bluff.

Careful Scheduling

All perishable traffic from California, Arizona and Texas origins is scheduled to arrive at East St. Louis not later than 8 p.m., allowing ample time to make connections with early morning departures for the New York, Chicago, Boston, Philadelphia and Baltimore markets.

As the name indicates, the "LA-RI" is operated to protect connections from the Louisiana & Arkansas at Stamps, Ark., and the Rock Island at Fordyce. In addition to originating substantial tonnage in Arkansas and Louisiana, these lines operate coordinated schedules with the S.P. via Alexandria, La., to accommodate perishable and non-perishable traffic originating on the S.P. in southern Louisiana. The "LA-RI" is dispatched from Texarkana, to meet the anticipated arrival of the L. & A. connection at Stamps and C.R.I. & P. connection at Fordyce—which usually means about a midnight departure from Texarkana and a 3 a.m. arrival at East St. Louis, some 27 hours later. This train, and "Number 18" might well be termed the northbound workhorses of the "Blue Streak" fleet since they perform service comparable to the "SSW" southbound. Train 18, however, provides the only through Cotton Belt service from Dallas, Fort Worth, Sherman and intermediate points to East St. Louis and Memphis.

Northbound schedules are established with exacting accuracy to conform to the times cars are delivered by

The Cotton Belt's fast freight operation is something of a legend. But the Cotton Belt says the secret is not only fast running, but everlastingly "keeping 'em moving."

connections. All of the roads feeding the Cotton Belt cooperate in providing schedules which will make possible fast connections east at Memphis and St. Louis. All three northbound manifests have excellent connections from all points on the Cotton Belt.

The Cotton Belt has always placed emphasis on the movement of l.c.l. freight—both for its own account, via package cars, and for the account of forwarders. This traffic has been aggressively solicited for years, the principal attraction in the show window being the excellent service available on the "BSM." As a result, this class of traffic has grown steadily until in recent years it has reached the point where it is generally considered to be remunerative to the company.

Texas is a large consuming area for manufactured goods, with the result that there is a substantial flow of southbound l.c.l. traffic. (Northbound the movement is negligible because the greatest production of the Southwest is in petroleum, agricultural and forest products which do not move by this class of service.) The Cotton Belt has timed its trains to provide close connections with railroads serving the parts of Texas beyond its own lines, so that it can truthfully say that it offers good service all the way through Arkansas, Louisiana, Texas, Arizona and southern California.

Speed Pays Off

The operating policy of "keeping 'em moving" has helped the road turn in some rather remarkable operating performances. In 1951, the Cotton Belt averaged 19.4 train-miles per train-hour; 100.0 freight car-miles per serviceable car day; 171.1 miles per serviceable locomotive-day and 2,557 gross ton-miles per train-mile, exclusive of locomotives and tenders. True, this good performance is due, in part, to the fact that 64 per cent of the tonnage handled is received from connections with a substantial part of it being delivered to connections at the far end of the line. Part of the credit goes also to the members of the smooth working Cotton Belt team who have spent their lives learning how to get freight over the road *fast*.

The favorable combination of an aggressive traffic solicitation force which understands the shippers' needs and what the Cotton Belt has to offer, a highly efficient operating organization and a prudent management have made the Cotton Belt into an economical, well operated property. This combination made possible a 1951 operating ratio of 61.07—and a transportation ratio of 30.88.

The Cotton Belt suffers from no delusion regarding the potentialities of its passenger traffic. The road serves no large communities not well served by the passenger trains of other roads—all with passenger lines shorter and potentially much faster. The Cotton Belt has been content to maintain minimum passenger train service to accommodate the local needs of its patrons.

Advertising That's Different

Almost as famous and as well known as the "Blue Streak Service" are the Cotton Belt's unusual freight service advertisements. The road has constantly sought better means of getting its simple message of "good service" over to the shipping public. The present policy of "poster type" ads which can be read in a glance started in 1927 when such advertising techniques were quite novel. As advertising has grown more intense and with increasing competition for reader attention, the Cotton Belt has improved its technique to the point where it is recognized as a leader in this highly specialized type of advertising.

THE BANGOR & AROOSTOOK'S new blood donor train, now touring northern Maine, includes a converted business car, a combination coach-baggage car, and a steam generator car (not shown). Operation of the train is supervised by a joint management-labor committee.

1 Crushed granite was unloaded by a crane equipped with a clamshell bucket and then was spread to a 1½-ft. layer. An overhead loader of the crawler type then compacted the stone by moving back and forth to form a solid base for the retarder.

2 Next, one of the cranes got into position and a work train set in a flat car containing one-half of the retarder, weighing approximately 25 tons. When the work train had departed, the second crane moved into position.

Pre-Assembled Retarders Go in Fast

The Milwaukee establishes a precedent in retarder placement by installing them as complete units with locomotive cranes

When an existing flat-switching yard is being converted into a gravity-retarder yard there is necessarily considerable interference with switching operations. At the same time it is important to complete the project as quickly as possible to take advantage of the cost-saving features of the modernized yard. Because of these considerations the Chicago, Milwaukee, St. Paul & Pacific decided to pre-assemble the five car retarders required in the revamping of its Air Line yard at Milwaukee, Wis., so that they could be installed practically as complete units. It is estimated on the road that this practice made it possible to complete the project approximately thirty days earlier than if the retarders had been assembled in place in the usual manner.

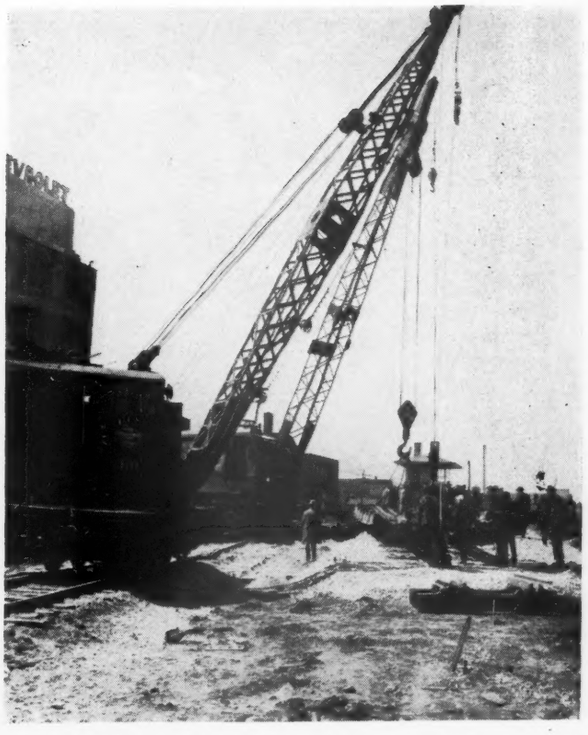
The electropneumatic car retarders in the modernized yard, as well as the power switches, will be controlled by a single operator in a tower. There will be a radio system to pin-point the movement of engines, and paging and talk-back loud-speaker communication systems will direct the activities of the personnel on the ground. A Teletype communication system will transmit information concerning shipments. The revised yard will include a pneumatic-tube system for transmitting waybills and other records; a tape-wire recording system to record the location and the make-up of cars in trains; an oiling system for journal-box lubrication; and a floodlighting system for illuminating night operations.

Retarders Have Speed Controls

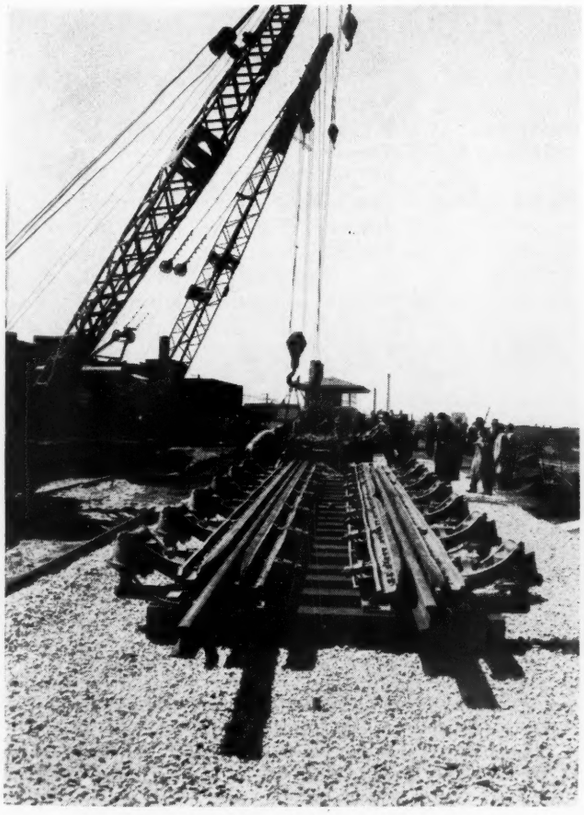
Plans for the yard call for the installation of a master retarder 91 ft. in length, and four secondary retarders each 84 ft. in length. A distinctive feature of these retarders is that they are the first to have time-speed controls. By means of the control machine in the tower the operator can restrict to any one of six speeds a single car or string of cars rolling down the inclined tracks into the classification yard. He can also preset routes for as many as five separate switchings by push-button controls on the machine.

The time-speed control of the retarders requires from

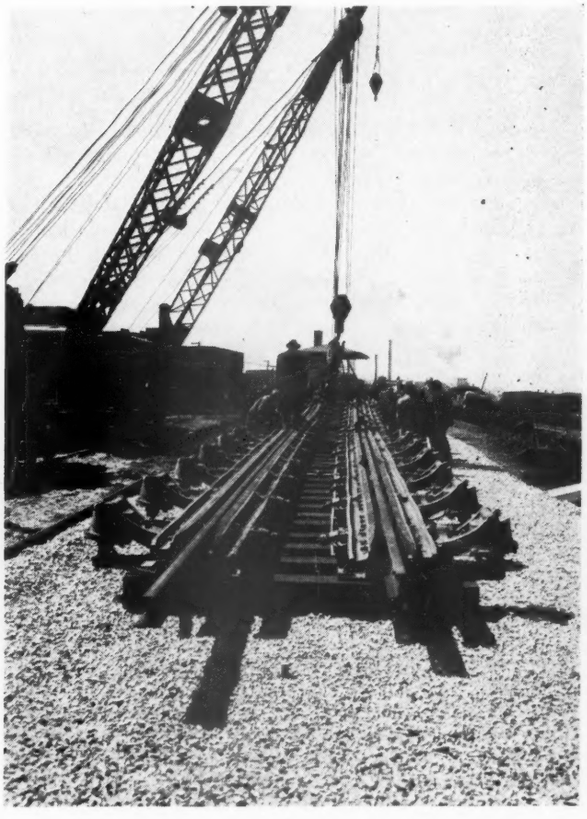
3 The two cranes then hooked on to slings passed around each end of the first retarder section, lifted it off the flat car and placed it in its proper location. The retarders were installed at the rate of two a day.



4 While each retarder section was still suspended slightly above the crushed stone base, men with lining bars assisted in guiding it accurately into place. Five men required eight days to assemble each complete retarder.



5 When one retarder section had been placed, the other section was lifted and placed by the cranes. The rails on both sections had been clip-bolted to insure proper relationship of two halves.



6 The measurements having been checked, the second section is lowered to its base. A portion of this section is to be lined later with lining bars to 6-deg. curvature.

WITHOUT THE STEAM LOCOMOTIVE, railroading will never seem quite the same. This feeling, harbored by many railroad men of every rank, is reflected in the above painting by Terrell Dickey, Jr., for the Louisville & Nashville Magazine.

28 to 30 different track circuits within the limits of each of the retarder lengths. These are all established on one rail by short sections of 115-lb. rails, 3 ft. 1½ in. long, which are connected with special insulated joints five feet in length. The 115-lb. rail section was selected because, including the thickness of the base of the insulated joint and the insulating fiber inserts, the height of this rail about equals that of the 132-lb. section used on the opposite rail. The 132-lb. section was used in tracks from the receiving yard to a point slightly below the secondary retarders. Elsewhere 100-lb. rail was used in the yard tracks.

How Retarder Works

Each of the insulated rail sections regulates the pressure of the retarder brake shoes on the side of the car wheels. If, in the judgment of the control-tower operator, a car being switched requires a speed of 7 m.p.h. on leaving the retarders to insure adequate travel to the point of coupling to other cars on a track, he sets the retarder controls for that speed. If the car should arrive at the retarder at a speed greater than 7 m.p.h., the second track circuit will detect that the first wheel had not been on the first track circuit long enough and will cause pressure to be applied by the retarder brake shoes.

The third section, in turn, will detect whether or not the first wheel passes over the second circuit too fast, and cause the retarder brake shoes to apply pressure accordingly. By this time the second wheel is also causing the second circuit to react. When all of the wheels of the car are on the retarder, the speed of the car is pretty well throttled down, and, when it leaves the retarder, it is traveling at the desired speed.

Decides on Pre-Assembly

In the past, the almost universal practice has been to assemble retarders in place at or near the final location. In the work at Air Line yard this practice would have involved a delay not commensurate with the scheduled date set for completing this project. The road therefore decided to assemble the retarders in advance of installation so assembly work could proceed while grading was in progress.

Since neither sufficient space nor adequate facilities were available in the immediate vicinity of the retarder yard where the retarders could be assembled it was decided further to do this work on flat cars in a portion of a modern car shop at Milwaukee, and to use existing overhead cranes for setting the units in place at a considerable saving in time and labor. Each retarder was assembled in two parts, of 12 or 14 cylinders each, with each part occupying a separate flat car. As assembled in the shop each retarder section was a complete unit, consisting of the ties, cylinders, levers, shoes and running rails. The services of five men from the road's signal department were required for eight days to assemble each complete retarder.

The retarders were installed at the rate of two a day. Preliminary work at each retarder location, which was carried out immediately prior to the installation, was to excavate the site of the retarder to a depth of 18 in. below the ties and then, using a crane equipped with a clamshell bucket, to unload crushed granite ballast from cars into the excavation. The stone was leveled to a layer 18 in. thick by crawler-type overhead loaders. To assure the desired degree of compaction, the weight of the machines was augmented by loading their buckets with the stone.

Installing the Retarders

While this work was being done, a work train brought the flat cars carrying the two retarder sections, each weighing approximately 25 tons, to the side. Two locomotive cranes, having capacities of 35 and 50 tons, lifted each retarder section from the cars separately and set it in its final position. The insulated 115-lb. rails were put in place after the retarder sections were in their final position, 131-lb. rail sections having been temporarily installed in their stead at the time the assembly work was done. These temporary standard rails gave greater rigidity to the retarder sections while they were being handled by the cranes. After the retarder had been placed in position, sufficient crushed stone was unloaded in the cribs to bring the stone about halfway up on the ties.

A somewhat different procedure was used when installing the first retarder. For that one, the crushed stone was merely spread by the overhead loaders and not compacted. Then, after the retarder was in place, tie tampers were used to tamp the stone under the ties. However, the tamping work was made difficult because of the cramped working space, owing to the presence of the cylinders, brake shoes, etc. This experience led to the decision to compact the stone with the crawler equipment before setting in the other retarders.

June 28, 1952, has been established as the completion date for this project at which time the yard will be turned over to the operating department for full operation.

The SD-7 special-duty road-switcher.

Electro-Motive Introduces New Six-Motor Switcher

Demonstration runs already completed on 10 railroads show advantages of SD-7 1,500-hp. special-duty design

The Electro-Motive Division of General Motors Corporation, LaGrange, Ill., is currently demonstrating a new Type SD-7 heavy-duty diesel road-switcher of 1,500-hp. capacity, with three traction motors geared to equally spaced wheels in each of two swivel trucks designed for exceptional flexibility and safe, smooth riding at high speeds. The locomotive weighs 52,343 lb. per axle and, with a 62-to-15 gear ratio, develops 78,515 lb. tractive force at 25 per cent adhesion. Since January, it has been demonstrated on 10 of 32 scheduled railroads throughout the country, showing excellent results in a variety of services including heavy transfer, humping, helper, mixed trains, through and local freight, and yard switching.

For example, one road reports handling 1,500-ton trains on a 5-mile, 2 per cent grade with outstanding adhesion due to automatic sanding in conjunction with wheel-slip control. Another road reports one move in level territory with 102 cars weighing 5,500 tons, and 128 miles in heavy transfer service without wheel pick-up on rails made slippery by drizzling rain or snow. One report mentions exceptional ability to "kick" cars in

Front view showing end construction and safety appliances.

yard switching and said that adhesions up to 25 per cent were attained on a 2-mile, 2 per cent grade. On one western carrier, the locomotive accumulated 1,966 miles, including 1,110 miles on seven freight-train assignments, 726 miles on five mixed-train runs and 130 miles in a helper move when a minimum speed of 15 m.p.h. was maintained on the critical grade with a heavy train and fuel consumption averaging 3.1 gal. per mile. On these tests, operating crews reported unusually easy-riding at 65 m.p.h.

In one passenger-train test run of 134 miles, where a 4,000-hp. steam locomotive is normally used in order to make the schedule, the SD-7 was able to handle relatively light Sunday passenger and baggage business and save 1 hour 14 minutes on a 5-hour schedule. An outstanding performance in transfer service, reported by a company in Utah, was the handling of 28 empty freight cars weighing 432 tons up a 4 per cent grade at a speed of 8 m.p.h. without excessive motor heating or wheel slippage.

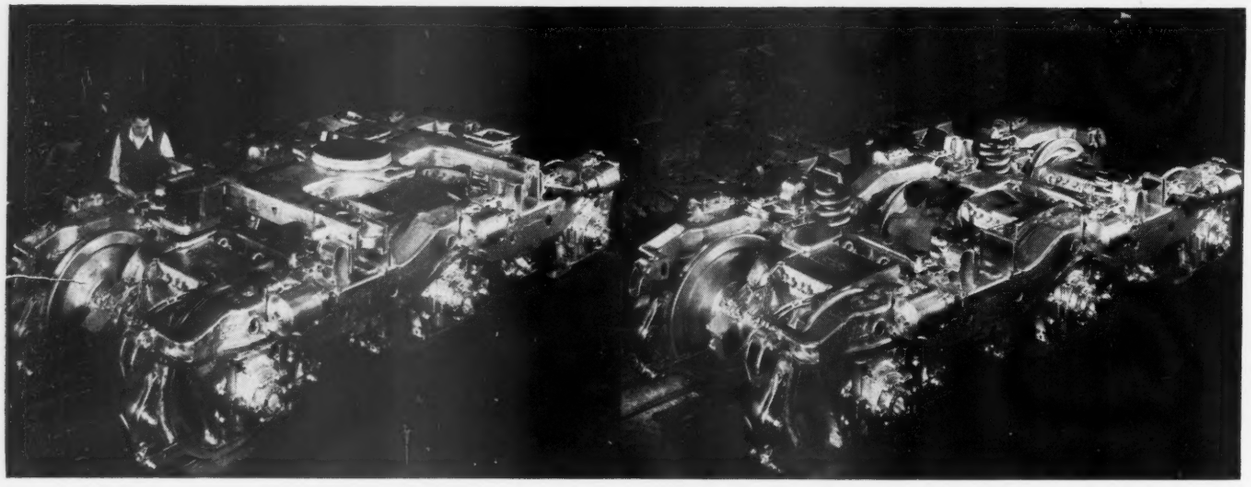
In another test, the locomotive operated for 28 minutes on a ruling grade with 24 automatic sanding applications totaling 8 minutes and only three wheel slips. By way of contrast, a full train of 107 loads and 7 empties, or 9,614 tons, was handled on a 20-mile downhill run with the dynamic brake, air being used only three or four times to keep the train speed below 30 m.p.h. During this operation, full main-reservoir air pressure was maintained by the provision for holding engine speed at 500 r.p.m. while in dynamic brake.

Condensed Specifications

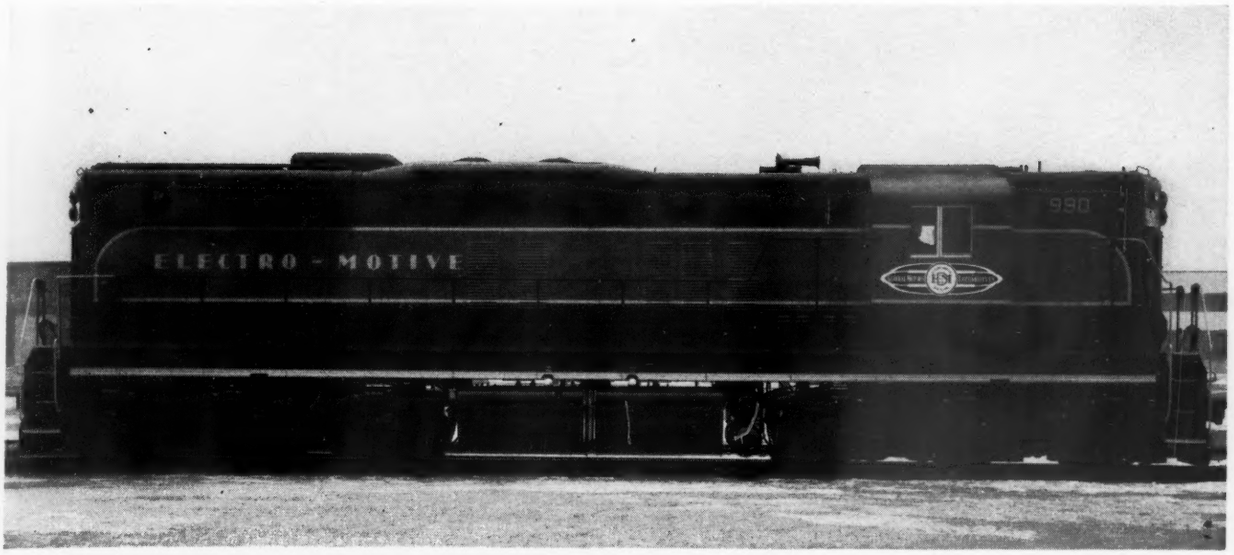
The SD-7 locomotive is the newest in the General Motors No. 7 series, driven by one 16-cylinder 567 diesel engine with D-12 generator and alternating current accessory drive, the same as in F-7 freight and GP-7 general-purpose units. High-capacity dynamic brakes and a 2,500-lb.-per-hr. steam generator are supplied as optional equipment. Roller bearings are standard and the WXG air compressor direct-driven from the engine shaft has a displacement of 356 cu. ft. per min. at 800 r.p.m.

The locomotive is 60 ft. 8½ in. long over couplers, has a truck center spacing of 35 ft., truck rigid wheelbase of 13 ft. 7 in., and wheel diameter of 40 in. It is designed to negotiate safely a minimum curve radius of 250 ft. It has a capacity to carry 1,200 gal. of fuel oil, 1,200 gal. of water (optional), 200 gal. of lubricating oil, 260 gal. of cooling water and 50 cu. ft. of sand. The locomotive weighs 300,000 lb. to 360,000 lb. fully loaded and dependent on modifications.

For heavy tonnage applications, the SD-7 can be



Flexi-Coil easy-riding truck with three motors geared to equally spaced wheels. The bolster is removed (right) to show coil spring supports and easily accessible center motor.



Side view of No. 990, first G.M. diesel locomotive of the SD-7 type.

equipped with either a 65-to-12 or 62-to-15 gear ratio, in which case the traction motors are self-protecting in most applications and operation limited only by available adhesion with speeds limited to 55 and 65 m.p.h. respectively.

Other gear ratios available for application where schedule rather than tonnage is the important consideration may be supplied as follows: 61-to-16, maximum speed 71 m.p.h.; 60-to-17, 77 m.p.h.; 59-to-18, 83 m.p.h.; 58-to-19, 89 m.p.h.

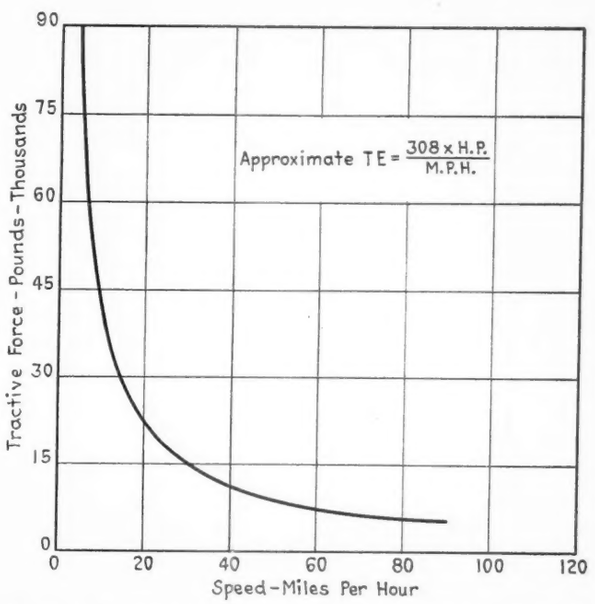
The Flexi-Coil Trucks

A feature of the SD-7 is the roller-bearing Flexi-Coil Trucks which utilize a new principle in locomotive springing to give riding properties comparable to those of passenger locomotives. Full flexibility is secured by a "floating platform" design in which the bolster rides on four sets of large-diameter double-coil springs set in the truck frame with axles evenly spaced for better weight distribution. This coil spring arrangement is designed to give all necessary freedom of movement for full flexibility, with spring action suitably controlled by snubbers.

The result is a free-swiveling truck with each pair of wheels tending to follow the contour of the rail and carry its proportionate share of the load at all times. Tests are said to show that this can account for as much as 10 per cent less track stress with a given axle load. The construction is designed therefore to assure better tracking with less flange wear, reduce stress on rail and structures, eliminate the tendency to turn over light rails, and provide better adhesion qualities for maximum tractive force.

Maintenance Simplified

Simplicity and rugged design on the Flexi-Coil truck are also said to assure ease of inspection and maintenance, due to fewer parts and the elimination of equalizers and loading pads. Brake shoes are easy to replace and, especially important, the center motor is readily accessible.



Relation of speed to tractive force developed by the SD-7.

Outstanding features of the SD-7 design include: A new wheel-slip control system; clasp-brake design for more efficient braking and easier maintenance; maximum interchangeability of parts with other G.M. diesel locomotives; provision of ample space for a full-grown man to change brushes easily on the center motor and of course readily reach end motors; brake shoes changeable without putting the locomotive over a pit; all major wiring and piping placed in a channel along the locomotive side with doors for easy access.

Exceptional visibility is afforded from the cab and full provision made for crew comfort and convenience, including fully automatic transition and notably smooth acceleration. The cab has forced air ventilation for summer operation and individual temperature control for winter.

1 A terminal employee loads mail sacks into the containers before departure of the "Kansas City-Florida Special" from Kansas City.

2 At Springfield, Mo., a small additional amount of mail is placed in appropriate containers by the train baggageman who boards at that point.

The Frisco Takes a "Curse" Out of Head-End Traffic

Collapsible containers and fork-lift trucks cut costs and speed the handling of mail and express on and off trains at major intermediate stations

Annual savings of $23,000, on an investment of approximately $10,000, are anticipated by the St. Louis-San Francisco as the result of a new system for handling head-end traffic on and off through trains, just inaugurated at Hoxie and Jonesboro, Ark. The new system makes possible the handling of a large volume of traffic in "short" station time. It also makes a fork-lift truck available for use in adjacent freight stations. Thus the move produces a by-product improvement in handling of l.c.l. at stations not large enough to warrant the exclusive use of a power lift-truck.

The new system is being used to speed the loading and unloading of mail and express traffic on the "Kansas City-Florida Special," a through passenger train between Kansas City, Memphis, Birmingham, Atlanta and Jacksonville which handles a substantial volume of bulk mail and express at both Hoxie and Jonesboro, Ark.

Forty-four steel wire-mesh containers—designed by V. B. Gleaves, superintendent of stations of the Frisco, and constructed by the Pittsburgh Steel Products Company—are the "heart" of the new system. These containers are loaded and unloaded from the train at Hoxie and Jonesboro by means of fork-lift trucks—making possible the handling of a large volume of traffic in a short time.

Weighing 275 lb. each, the containers are of steel-wire mesh welded on 2 in. centers. Inside dimensions are 56 in. long by 40 in. wide by 54 in. deep, giving a capacity of 70 cu. ft., or about 1,500 lb.—roughly the equivalent of 25 or 30 sacks of mail. Overall height of the containers is 60 in., permitting them to be handled through an average baggage car door. Each container is equipped with skids on one end, and two pairs of dual wheels on the other. The wheels have a 4 in. tread, so that they will roll over floor racks. A special "coupler" is made into the skid end to engage the small hand-lift jack used by the train baggagemen to move the containers to and from the car doorway during unloading and loading.

The two sides of each container consist of three horizontal panels which can be completely, or partially,

3 **Shortly before the train reaches Hoxie, Ark., the baggageman moves the first container toward the door . . .**

4 **. . . and backs it into position, where it will be ready for immediate unloading by the fork truck at the station.**

5 **Unloading and loading operations average about 30 seconds per container with an experienced fork-truck operator.**

6 **The inbound container is set down either on a baggage truck or on the station platform to await further handling after the train leaves.**

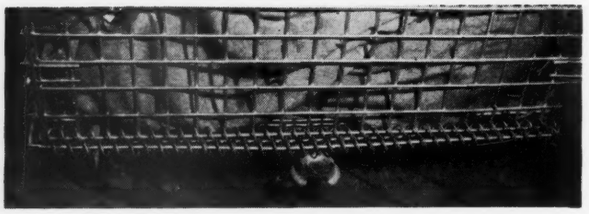
folded to permit loading and unloading. The ends are in one piece which fold down along with the sides in collapsing the containers.

Normally, traffic volume south and east is heavier than north and west, so the containers were designed to be collapsible to facilitate their return empty.

A 2,000-lb. pneumatic-tired Clark Yardlift fork truck —equipped with removable 54 in. fork extensions—is permanently stationed at Hoxie and another at Jonesboro. The trucks are operated by the station employees who normally handle mail and express. Both stations have paved platforms strong enough to support the truck.

Normally the fork truck operators at Hoxie and Jonesboro place all outbound loaded and collapsed empty containers on baggage trucks and pull them into position ready for movement into the car before the train

7 **Before arrival of the train, outbound containers are loaded on baggage trucks and spotted ready for prompt loading.**



8 **Each container has a "coupler" which receives a prong on the hand-lift jack, enabling the train baggageman to move the container about the car.**

9 **The containers are collapsible, to expedite handling and return of empties, so that a normal supply can be kept in operation at all times.**

arrives. Immediately upon train arrival the operator unloads all inbound containers—either placing them on baggage trucks or directly upon the platform. The train baggageman has the first container in the door ready to unload as the train approaches the station, and moves additional containers up to the door as fast as the truck removes them. For this job, the baggageman uses the small handlift jack which is kept as permanent equipment in the baggage car.

After the train has left, the fork truck operator moves the containers into the baggage room for unloading. The containers are loaded and unloaded in the Hoxie and Jonesboro stations and are not allowed to go off Frisco property. At Kansas City and Memphis the containers are loaded and unloaded in the car.

Between the morning arrival of the southbound train and the evening northbound train each fork truck works in the freighthouse, where it is operated by regular freighthouse employees. Thus the truck cuts cost and speeds the movement of l.c.l freight as well as "head-end" mail and express traffic.

Cut Station Time

Formerly the Frisco allowed the through train to stand in stations while mail and express were unloaded and loaded by hand—a time-consuming procedure. On April 30, 1950, this practice was discontinued and a set-out baggage car instituted between Kansas City and Hoxie, with a substituted truck service between Hoxie, Jonesboro and Memphis. This, and other minor changes, made it possible to shorten the schedule between Kansas City and Memphis by about three hours each way—a move which, incidentally, resulted in substantially improved revenue from passengers. The new arrangement eliminates the set-out baggage car at Hoxie and the truck run between Hoxie and Memphis. Further, it accomplishes all the station work at Hoxie and Jonesboro in less time than was required to set out the baggage car at Hoxie, and work the postal car at Jonesboro.

The "Kansas City-Florida Special" handles an abnormal amount of mail and express traffic at Hoxie and Jonesboro because these are important interchange points with the Missouri Pacific and the St. Louis Southwestern, respectively, and because each community is the focal point for numerous star routes.

The Frisco's collapsible containers are larger than those used by the Post Office Department (*Railway Age*, December 16, 1950, page 40). The containers are expressly designed for use at intermediate stations, where traffic is not heavy enough to warrant a set-out car, but so heavy that it causes time consuming delays.

The Hoxie-Jonesboro program is something of a specialty operation. The abnormally high volume of mail set it up as a challenge to this new container arrangement. At the same time, the containers can be used to great time-saving advantage on *regular* mail stops. Without in any way changing the normal separation arrangement in the car, containers received at one station can be unloaded by the messenger en route, with the sacks and parcels sorted into the various separations. When empty they may then be reloaded with mail or express for the next major station. This ordinarily should not cause extra work for the messenger. It is believed that dead time and delays chargeable to head-end traffic can be greatly reduced and in many instances eliminated.

P. & S. Meeting in Chicago Again

Aydelott and Wilson of Standard Oil (Indiana) will speak at 26th annual meeting—Program includes tour of Electro-Motive facilities

V. N. Dawson
Vice-Chairman

C. E. Woodson
Executive Vice-Chairman

The 26th annual meeting of the Purchases and Stores Division of the Association of American Railroads will be held in the Red Lacquer Room of the Palmer House, Chicago, on June 2, 3 and 4. Two non-members will address the meeting and reports will be presented by sixteen subject committees. The program for June 3 includes a conducted tour of various facilities of the Electro-Motive Division of General Motors Corporation.

PROGRAM

Monday, June 2
Morning Session—10:00 a.m.

Call to order by Chairman W. W. Kelly, general purchasing agent, Atchison, Topeka & Santa Fe
Invocation
Address by J. H. Aydelott, vice-president, Operations and Maintenance Department, Association of American Railroads
Remarks by Chairman W. W. Kelly
Appointment of Committees (Resolutions and Memorials)
Action on Minutes of 1951 Annual Meeting
Report of General Committee
Communications

Reports of:

Subject 1—Purchases and Stores Department Manual—Recommended Rules and Practices (Joseph W. Todd, chairman, special agent—Purchasing Department Pennsylvania)

Subject 2—Standard Material Classification (W. J. Haggerty, chairman, traveling storekeeper, New York Central System)

Afternoon Session—2:00 p.m.

Annual Essay Contest Committee: (W. H. Young, chairman, general storekeeper, Seaboard Air Line)

Reports of:

Subject 3—Scrap, Handling and Preparation—Classification and Sale (J. C. Baker, chairman, division storekeeper, Southern System)

Subject 3A—General Reclamation (A. T. Kipping, chairman, supervisor scrap and reclamation, Chicago, Rock Island & Pacific)

Subject 8—Shop Manufacturing (E. C. Osmondson, chairman, buyer, Chicago Burlington & Quincy)

Subject 12—Purchasing Department—Organization and Procedure (R. I. Renfrew, chairman, assistant general purchasing agent, New York Central System)

Subject 13—Stationery and Printing (E. M. Page, chairman, stationer, Southern System)

Subject 16—Simplification and Standardization of Stores Stock (G. J. House, chairman, assistant to manager of stores, Erie)

Tuesday, June 3
Morning Session—9:00 a.m. to 11:00 a.m.

Reports of:

Subject 14—Fire Prevention, Safety Practices, Insurance——Purchasing and Stores Department (D. J. Burke, chairman, storekeeper, Portland Terminal)

Subject 15—Storage and Material Handling Facilities—Capacity Loading and Prompt Handling of Company Material Cars (C. E. Reasoner, chairman, general storekeeper, Missouri-Kansas-Texas Lines)

Subject 9—Fuel—Coal, Fuel Oil and Diesel Fuel Oil (E. H. Titgen, chairman, fuel agent, Missouri-Kansas-Texas Lines)

Address: Dr. Robert E. Wilson, chairman of the board, Standard Oil Company (Indiana)

Reports of:

Subject 34—Maintenance of Way and Construction Material—Methods of Handling and Distributing to Line of Road (F. A. Jarres, chairman, division storekeeper, Baltimore & Ohio)

Subject 37—Stores Department—Organization and Procedure (H. Gibson, chairman, assistant general storekeeper, St. Louis-San Francisco)

The remaining program for the day will consist of a conducted tour of the repair parts warehouse and other facilities of the local plant of the Electro-Motive Division of General Motors Corporation.

Luncheon and a style show will be provided for lady guests in the Wedgewood Room of Marshall Field's at 1:00 p.m.

Further announcements about these two last events will be made at the meeting.

Wednesday, June 4
Morning Session—9:30 a.m. to Adjournment

Reports of:

Subject 42—Diesel Locomotive Parts—Purchasing and Storekeeping (C. E. Schnars, chairman, assistant general storekeeper, Pennsylvania)

Subject 5—Forest Products (P. E. Turner, chairman, lumber agent, Atchison, Topeka & Santa Fe)

Subject 40—Loss and Damage Prevention—Salvage and Disposition (F. A. Murphy, chairman, regional storekeeper, Baltimore & Ohio)

Reports of:
Committee on Committees
Resolutions Committee
Memorial Committee
Nominating Committee

Election of Officers

Introduction of New Chairman and Vice-Chairman

Adjournment

Back-up space for 42 trucks has been provided at the new express terminal at Montreal. In addition, to the right there is a large parking area for trucks.

Vehiclemen discharge truck cargoes onto the conveyer belt outside the building. Here the two conveyer lines from outside converge and enter the sorting room.

As the packages proceed down the conveyer line the pickers further sort them according to their respective destinations.

Shipments are weighed and given a waybill number after they are removed from the conveyer line. In front of the scale man is his two-way paging system.

How the Canadian Pacific Handles Parcels by Belt Conveyer

System in Montreal express terminal can handle more than 75,000 pieces per day—Teletype billing used between Montreal and Toronto

A new terminal, designed to speed the handling of express shipments, was put into operation at Montreal just in time to handle the Christmas 1951 rush, by Canadian Pacific Express. Situated at the west end of the C.P.R. Windsor station, the 240 ft. building is fitted with modern electric push-button controlled belt conveyers to facilitate the loading, unloading and sorting of about 75,000 parcels per day.

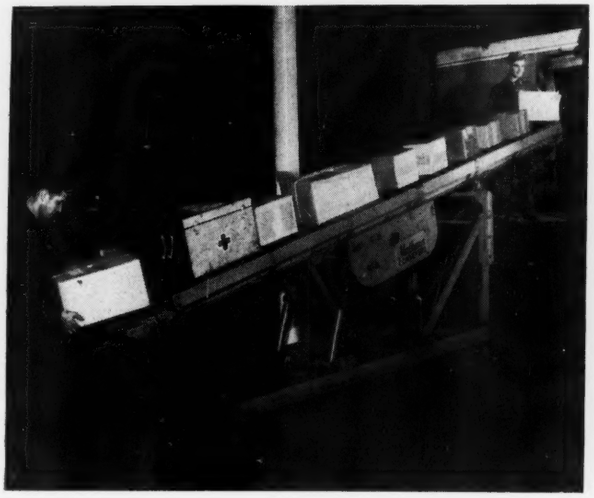
Portable units which form a part of the 500 ft. conveyer line can be fitted right into the express cars, and can be linked to the main belt line which traverses a good part of the length of the shed. During December 1951, more than a million packages moved through this new facility, the cost of which, including the offices on the second and third floors of the building, was about $2 million.

In addition to being equipped with fixed and portable belt conveyers the new express terminal also has a number of lengths of gravity roller conveyers. The gravity conveyers are used to get freight from the power conveyer line to places where it is weighed and marked and from the scales to the express cars.

Generally speaking, the pattern for handling traffic at Montreal is as follows:

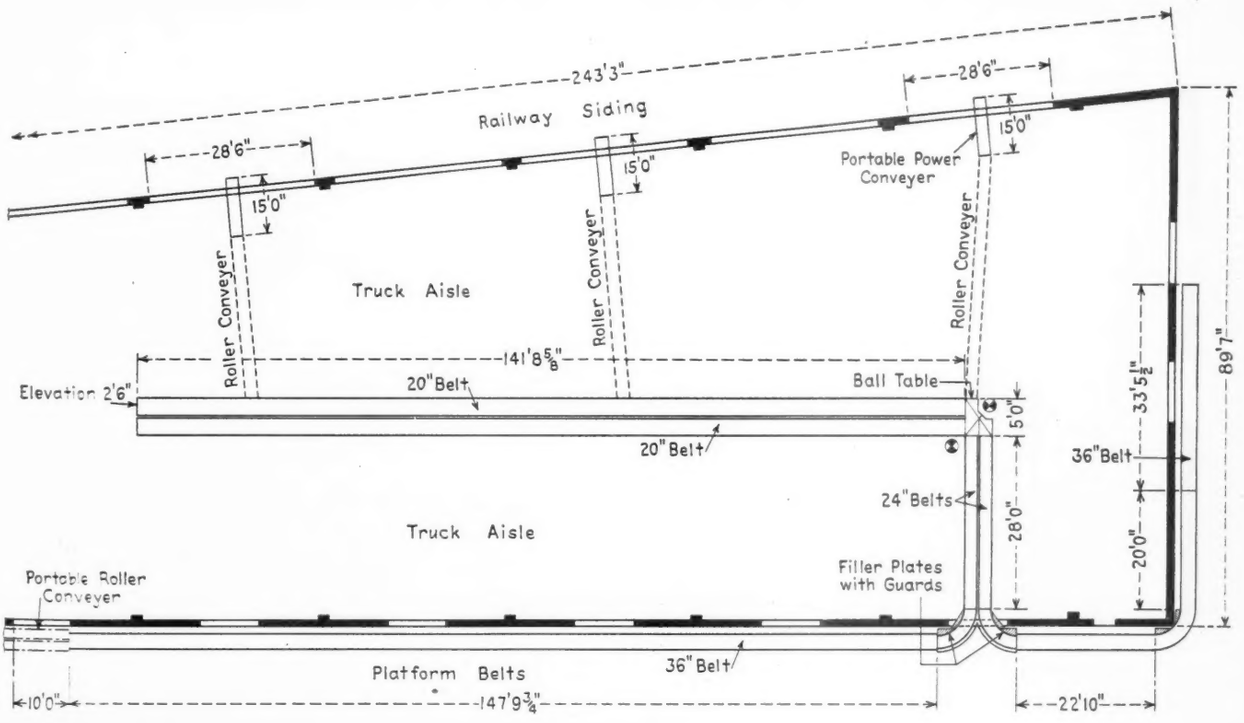
As traffic moves inside the first sort is made onto the gravity conveyer. This generally includes packages moving to points east of Montreal.

The ball table where packages are further sorted, with Toronto traffic on one belt leading away from the table while other westbound freight goes to the other belt.



Portable power conveyers are used in loading and unloading cars. They can be linked to the main belt line which traverses the shed.

Waybills on Toronto traffic are Teletyped to that city. Toronto billing differs in that information is put on a special prepared form.



A shipment is unloaded from pick-up vehicles onto the belt conveyers outside the building. Packages are carried into the building by the conveyer and across a ball-bearing "floored" table where they are sorted to go on one of the two belts leading away from the table. Toronto-bound traffic is pulled from the conveyer just before it reaches the table and is put onto a roller conveyer line which carries it to a scale. This primary sort is made because Toronto traffic is such a large proportion of the total number of shipments handled at Montreal.

Shipments headed west go on one conveyer and those going east are shunted to the other. Then as the packages go down the conveyer lines "pickers" take them from the belt and put them on roller conveyers headed for weighing stations, where they are weighed, labeled and sent on their way to the cars over other roller conveyers and portable belt conveyers.

Conveyers Inside Cars

When express arrives at the cars, it flows from the portable conveyers onto portable roller conveyers which are set up inside the cars. These conveyers extend to both ends of the car to facilitate loading.

A shipment traversing the 300-odd feet of the fixed belt conveyer, which is the longest "run" any package would have to make on the belt, requires six to seven minutes, since belt speed is 55 ft. per min. Push-buttons spotted at strategic places along the line make it possible to stop and start the conveyer quickly whenever the occasion may demand such action.

Inbound, of course, almost exactly the reverse of the outbound handling routine is followed, except that it is not necessary for shipments to be weighed and billed again. The belt conveyer can be reversed to handle inbound traffic. On the inbound traffic separations are made on the basis of delivery routes within the city. Normally, the inbound traffic is heaviest in the morning, while the peak of the outbound movement is in the late afternoon and early evening.

The Billing Process

The billing process used by the express company at Montreal is an interesting one. As shipments go to scale to be weighed the scale man applies to the shipment a prenumbered sticker, with the number on the sticker agreeing with the waybill number which the billing clerk will make out for the shipment. As the scale man applies the sticker to the shipment he calls off over a talk-back loudspeaker system all the information which the bill clerk will need in making out the waybill. The waybill clerk, who sits in an office far from the scale man, writes out the waybill information and rates the shipment, as the scale man gives him the necessary information.

The process described applies to all traffic except that destined for Toronto. On shipments for that destination the waybill clerk receives the same information from the scale man, but instead of making out the waybill he writes that information on a prepared form. This form then goes to another room where the actual waybill is Teletyped to Toronto. The volume of movement and the short time in transit of shipments to Toronto dictate this method of billing which makes sure that there will be no failure to deliver shipments because documents are not received at destination.

BENCH MARKS AND YARDSTICKS–13

"While you're putting the yardstick on railroad performance, don't forget to lay the ruler on the associations that could but don't get a greater degree of economy-producing standards into railway equipment"—so writes an equipment manufacturer, recently retired.

"There are engineering preferences on nearly all railroads that at times make the problem of standardization quite complex. One railroad will insist upon a local peculiarity that doesn't help the car, its maintenance, or its life one particle, but prevents making a truly standard car in the manufacturing shops, where they have to set up and tear down equipment for each lot of cars that comes through from different railroads.

"This has been carried out to the point where the punching of holes in the side sheets and side posts will be spaced ¼ inch different from other railroads. This means changing all the big presses and punches that have anything to do with that operation, and that cost is added to what the railroads pay for their cars. Most operating vice-presidents in charge of engineering, as well as most presidents, have no engineering knowledge. Some of these problems are carried to the engineering committees of the A.A.R., and while, in general, the cars are standard as to widths, heights, etc., there is still too much variation in detail.

"The passenger car situation is the worst I ever saw for crazy ideas. The varieties of equipment run up costs and many of the new cars do not approach in comfort the old cars that were built 25 years ago."

In a situation like this — to the extent that such criticisms may be true — to what degree should the blame rest upon the association, rather than upon the individual railroads? An association cannot be expected to rise much higher in its performance than the members who compose it. And as long as minor differences in specifications are insisted upon by individual lines, the association, after all, has no dictatorial powers.

Another equipment manufacturer, to whom we've mentioned the criticism of the railroads, insists that the equipment suppliers could correct the condition by going ahead and mass-producing cars, letting the price-tag reflect the economies. If a good mass-produced car were offered at a substantial reduction under the tailor-made variety, this manufacturer believes the problem would soon be solved.

Be that as it may, the fact still remains that there are no generally accepted standards for gaging the efficiency of association endeavor. Should the goal be complete harmony among the membership, or definite progress achieved, where necessary, at the price of some controversy?

Too much harmony may be a sign of death — nothing is quieter than a graveyard. On the other hand, too much controversy can destroy an association, and frequently has done so.

We leave the problem with our readers hoping that some of them may know the answer and will make it available for publication in this space.

Many Changes in Transport Policy Recommended by T.A.A. Board

Major changes in transportation regulation—many of them closely paralleling changes long advocated by the railroads—have been recommended in a 225-page report submitted to the directors of the Transportation Association of America by the Policy Administration Board of the association's Cooperative Project on National Transportation Policy.

The report, released on June 2 by Frank C. Rathje. president of the T.A.A. and chairman of its Policy Administration Board, does not yet constitute the final official policy of the association. In its present form, it is being distributed to association members, to chairmen of its regional forums and enterprise councils, and to national and regional farm, trade and civic organizations. A 30-page summary is being sent to some 25,000 organizations and individuals in every state, with a request for study and further recommendations for consideration by the association.

The report itself, and such additional comments and recommendations as are received from the foregoing distribution, will be considered during the balance of this year by the association's directors, and will then be embodied in a final report, which is expected to be ready for submission to Congress early in 1953.

The present report does, however, represent the results of nearly four years of consideration and analysis of some 40 basic issues of the national transportation problem by some 300 men organized into eight "panels" representing all forms of transportation, shippers, and investors, and assisted by a legal advisory group and by the Policy Administration Board itself.

As printed, the report is divided into two major parts. In Section I, the various subjects considered have been grouped into 10 chapters, each devoted to a single broad topic and covering all subjects related to that topic. Each subject, in turn, includes a general discussion of the problem involved, a summary of the panels' views thereon, and comments and recommendations of the Policy Administration Board. Section II includes the full reports of each of the eight panels, together with dissenting opinions, if any, with the individual subjects treated in numerical order.

The specific recommendations as summarized in the opening pages of the printed report are reprinted in full as a part of this article. In each case, they represent either a recapitulation by the Policy Administration Board of agreement in position by a majority of the panels primarily concerned; or a reconciliation by the board of divergent views among the panels.

The Railroad and Investor panels, for example, favored complete elimination of the present exemption from regulation for trucks hauling fish and agricultural products. A majority of the User panel, and the Pipe Line panel, favored retention of the present exemption.

The "common core" of the Transportation Association's Cooperative Project was "to insure the continuance of all forms of transportation under private ownership and operation."

The Air Transport, Waterway and Freight Forwarder panels took no position, but the Highway panel felt that the exemption "should be limited to motor carrier movements between farms and wharves and primary concentration points or markets." The policy board, after considering these varying views, took a position between that of the Railroad and Highway panels, by recommending retention of the exemption on hauls to primary markets, but only for farmers and fishermen themselves.

Again, the Railroad, Investor and User panels affirmatively recommended repeal of the long-and-short-haul clause; the Air Transport and Pipe Line panels said they would not oppose such action; and the Freight Forwarder panel took no position. The Highway and Waterway panels, on the other hand, favored retaining the clause for the railroads. In this case, however, the policy board adopted the railroad view and unqualifiedly recommended repeal of the clause.

The report includes a specific recommendation for "no legislative action" on a number of the subjects considered. Among these are minimum rate regulation; method of initiating changes in prescribed rates; exemptions of rate and service agreements from antitrust laws; water carrier bulk commodity exemptions; emergency powers over carrier service; right of shippers to route through traffic; integration of different forms of transportation; and judicial review of regulatory agency

William White, president of the Lackawanna, is chairman of the T.A.A.'s Railroad Panel.

orders. "Multiple and burdensome" taxation and federal regulation of size and weight of motor vehicles were also among problems on which no action was suggested.

The recommended statement on "Public Aid" (quoted under "Summary of Recommendations") omits, says the report, "two important matters which are integral to working out wise national policy with regard to user charges: what formulas shall be used to compute fair and reasonable charges and what body shall determine these formulas. No attempt was made . . . to work out proper formulas since it was felt premature to do so until considerable agreement could be worked out as to the desirability of having user charges at all." "This," the report adds, "has now been accomplished."

Recommendations as to reorganization of government functions relating to transportation were purposely deferred, and consequently omitted from the report, pending attempts "to coordinate further study of this problem with the efforts of the Citizens Committee for the Hoover Commission Report."

"The extremely controversial area of labor legislation" and questions of management efficiency—"not regarded as a proper subject for federal legislation"—were excluded from the project, as were several other questions which "can be satisfactorily handled only at the state level."

SUMMARY OF RECOMMENDATIONS

The Policy Administration Board recommends the enactment into law of the following proposals:

Regulation of Carrier Rates

Rate Regulation—1. *General rate increases*: If the Interstate Commerce Commission fails to act within 30 days after railroads or common motor or water carriers propose general increases in rates to meet increases in costs, the rate increases proposed shall become immediately effective without suspension. If the commission, before the end of the 30-day period, finds (a) that the carriers' estimates of increased costs are unreasonably high; (b) that the proposed increases are greater than necessary to offset the increased costs; or (c) that the proposed increases do not apply fairly and reasonably to all kinds and classes of freight traffic; then the commission may modify the proposed rate increases to conform to such findings and shall permit them to become effective as modified without suspension. The commission shall conduct an investigation of all rates becoming effective as the result of the foregoing procedure and may, after hearings, modify them.

2. *Maximum rate regulation*: Section 15a, the rule of rate making applicable to railroads and other carriers subject to Part I of the Interstate Commerce Act, shall be repealed and language added to the declaration of National Transportation Policy emphasizing the intention of Congress to permit the maintenance of carrier credit and the attraction of equity capital.

3. *Suspension of proposed rates*: The suspension period applicable to rates of railroads, common motor and water carriers, and freight forwarders shall be reduced from seven to three months, plus a three-month extension. In addition, language in the suspension provisions applicable to railroads and other carriers subject to Part I of the Interstate Commerce Act authorizing the commission to direct these carriers under certain circumstances to acount for and refund rate increases, shall be repealed.

Federal Regulation of Intrastate Rates—If within 45 days after the I.C.C. has authorized an interstate general increase in the rates of railroads or other carriers subject to Part I of the Interstate Commerce Act, common motor carriers, or freight forwarders, a state which has been requested to take similar action with respect to intrastate rates of such carriers has not rendered a decision; then the commission shall take jurisdiction over the intrastate rates in question. In such proceedings the proof burden on the carriers shall be eased.

Long-and-Short-Haul Clause—The long-and-short-haul clause shall be repealed.

Compulsory Through Routes Between Different Forms of Transportation—Those provisions of Section 307(d) of the Interstate Commerce Act which relate to the prescription of differential joint rail-water rates in connection with through routes between rail and water carriers shall be amended so that the I.C.C. will consider all relevant factors, including costs of service, before prescribing such differential rates.

Statutes of Limitation—The statute-of-limitation period for reparation claims shall be reduced from two years to one year.

Regulation of Operating Authority

Abandonment of Railroad Line and Service—1. The I.C.C. shall permit the abandonment of railroad line which is being operated at a financial loss.

2. The commission shall have power, on appeal from adverse orders of state authorities, to authorize the discontinuance of railroad services which are a burden on interstate commerce because they are being carried on by interstate carriers at a financial loss.

Requirements for Certificates and Permits—Air contract carriers shall be required to obtain permits from the Civil Aeronautics Board before engaging in interstate operations.

Exemptions from Regulation

Economic Regulation of Contract Carriers—Contract air carriers shall be subject to the same kind of economic regulation as contract motor and water carriers, and contract motor, water, and air carriers shall be required to file, adhere to, and make public the rates they actually charge.

Agricultural Products Exemption—This exemption shall apply only to the motor carriage of agricultural products and fish from producing areas to primary markets for the farmer or fisherman. The exemption shall not apply to motor vehicles (except those owned by farmers or fishermen) which are used both (a) for the carriage of exempt agricultural products or fish on a for-hire basis and (b) for private transportation.

Government in Transportation

Government Conduct of Carrier Operations—1. It shall be federal government policy not to engage in any for-hire or, to the extent consistent with national security requirements, any private transportation which privately owned carriers are able to perform.

Photo courtesy R. H. Kindig

"The Project . . . has developed among groups of divergent interests a remarkable amount of agreement on ways to strengthen private ownership in transportation."

2. The Inland Waterways Corporation shall be dissolved and its properties disposed of without regard to the present statutory restrictions on such disposition.

Parcel Post Rates—Parcel post rates shall be adequate to cover all costs of the service, and the annual parcel post cost ascertainment reports of the Post Office Department shall include all costs properly attributable to parcel post service.

At periodic intervals and at the request of the Postmaster General, the I.C.C. shall prescribe such parcel post rates and practices as are necessary to put parcel post service on a self-supporting basis.

Carrier Financial Practices

Depreciation of Carrier Property—The rates of depreciation for railroad property prescribed by the I.C.C. shall be adequate to permit the write-off of such property during its economically justifiable life. Depreciation charges increased as the result of the foregoing recommendation shall not be applied retroactively in the determination of certain elements of value for rate-making purposes.

Regulation of Issuance of Securities—The exemptions with respect to the regulation of the issuance of motor carrier securities shall be broadened.

Regulation of Inter-Carrier Relationships

Consolidation of Carriers—1. Language referring to such advantages of consolidation as operating economies and improvements in service shall be added to that section of the Interstate Commerce Act which now lists other considerations to be kept in mind by the I.C.C. in deciding whether to approve or disapprove a consolidation.

2. A consolidation approved by the commission shall become effective upon approval by the holders of two-thirds of the stock of each of the unifying companies actually voted but not less than a majority of the holders of the stock entitled to vote, provided that, if 75 per cent of the stock of any of the unifying companies is held by fewer than 25 holders, the commission may increase these percentage requirements with respect to such unifying companies.

3. Stockholders affected by a consolidation approved by the commission and by the requisite percentage of stock (see 2 above) shall not be entitled to receive anything for their shares other than is provided in the consolidation plan.

4. The commission shall not, as a condition of its approval of a consolidation, require the inclusion of other railroads in that consolidation except after finding that such inclusion is required in the public interest and is in the best interests of the consolidated property.

5. The Interstate Commerce Act shall be amended to provide that a carrier permitted to operate in a state pursuant to a commisson order approving a consolidation shall have the same powers within that state as any of the carriers participating in the consolidation in question had in that state prior to the consolidation.

Commodities Clause—The commodities clause shall be repealed.

Public Aid

It shall be the policy of the federal government that all users of domestic government-owned transportation facilities shall ultimately pay user charges sufficient to cover their fair share of the cost of building and maintaining the government facilities they need to use. In regard to domestic air and water transportation there is a problem of timing.

In domestic air transportation the policy of the government should be to permit and encourage the operation of the air transport system on a basis which will most readily bring about a condition of self-sustenance, without subsidy; and the provisions of the Civil Aeronautics Act, including that section referring to "public convenience and necessity," should be administered with that requirement and objective in mind. Attention should first be focused on the placing of the carriers on a self-sustaining basis, without subsidy payments. As to airway user charges, these should first be aimed at covering operating and maintenance costs and shall subsequently be increased to cover the air carriers' proper share of the cost of amortizing new airway facilities.

User charges covering all costs fairly allocable to domestic water carriers shall be assessed for the use of new waterway improvements, and no such improvement shall be undertaken unless a determination is made that it will be possible to collect user charges sufficient to meet this standard. As to waterway improvements already made, it shall be national policy to work toward the application of user charges that will cover the water carriers' fair share of the cost of operating and maintaining those facilities which they need to use. No attempt shall be made to recover the construction costs of existing waterway improvements.

SUPPLY TRADE

(Continued from page 18)
ern railroad representative for the **Wilson Engineering Corporation** of Chicago, with office in New York City. A photograph and sketch of Mr. Browne's career appeared in *Railway Age*, April 21, page 74.

Harold F. Kneen has been elected director and vice-president of the **Safety Car Heating & Lighting Co.,** with headquarters at the Hamden, Conn., plant. Mr. Kneen formerly was manufacturing vice-president and a

Harold F. Kneen

director of the Lincoln Electric Company of Cleveland, with whom he had been associated since 1929. He was graduated from Cornell University in 1925 with an engineering degree and received a master's degree in 1933.

G. T. Heussner, manager of adding machine sales for the **National Cash Register Company,** Brooklyn, N. Y., has been appointed head of the nationwide dealer sales organization of the company. Mr. Heussner, who will maintain headquarters in Dayton, Ohio, will be responsible, among other things, for appointment of new dealers.

Harold C. Fleming, Jr., who has been appointed supervisor of Trackson advertising at the Caterpillar Tractor Company, Peoria, Ill.

L. W. Ballard has been appointed manager of transportation sales for the apparatus sales office of the **General Electric Company,** at Philadelphia. Mr. Ballard joined G.E. as a student engineer at Schenectady, N. Y., after graduating in 1935 from the University of Virginia with a B.S. degree in electrical engineering. He was transferred

L. W. Ballard

to the quotation division of the Philadelphia office in 1937 and appointed control specialist for the Atlantic district in 1939. In 1946, Mr. Ballard was appointed sales engineer handling steel accounts and for the past five years he has been contacting railroads in the Philadelphia area.

Ransom Cooper, Jr., formerly assistant sales manager of the Nickel sales department of the **International Nickel Company,** has been appointed manager of the department and **H. D. Tietz,** formerly assistant to the manager of the Inco Nickel alloys department, has been appointed manager of that department. Mr. Cooper and Mr. Tietz will function under Walter C. Kerrigan and L. R. Larson, who, as general sales manager and assistant general sales manager, respectively, are responsible for both primary nickel and mill product sales.

John C. Sharp has been elected president, general manager, and a director of **Hotpoint, Inc.,** to succeed **James J. Nance,** who has resigned to become president of the Packard Motor Company. Mr. Sharp has been with Hotpoint for 23 years. He has served on the company's management executive committee and, until his recent election, was vice-president and chief engineer.

Thomas D. Cartledge has been appointed president of the **Linde Air Products Company,** and **Howard S. Bunn,** president of the **Bakelite Company,** divisions of the **Union Carbide & Carbon Corp.** Mr. Cartledge joined Linde as a salesman, and later worked as district manager in Kansas City and in Dallas. In 1925 he was transferred to the general sales management staff in New York and subsequently ap-

Thomas D. Cartledge

pointed manager, gas sales. After holding the position of assistant general sales manager and general sales manager in 1940 he was elected vice-president. Four years later he became senior

Howard S. Bunn

vice-president, director and a member of the executive committee.

Mr. Bunn joined the Carbide organization in 1922 as a salesman and later worked successively as advertising manager for the Carbide & Chemical Co.; manager of the Pyrofax division of that company; and manager of the plastics division. In 1944 he was made vice-president, plastics division, of Carbide & Carbon Chemicals and vice-president in charge of sales, thermo-plastics division, of Bakelite.

The **Sales Engineering Company,** Salt Lake City, has been appointed exclusive sales representative in the Mountain states area for the **American-Fort Pitt Spring** division of the **H. K. Porter Company.**

Marshall Lasher has been elected vice-president and a director of **Hubbard & Co.** and **Raymond M. Wag-**

goner, vice-president of sales and a director since 1948, has been transferred to Oakland, Cal., as vice-president, Pacific Coast sales. Both have been associated with the company since 1922.

ORGANIZATIONS

Superintendents to Hear Talks by Feucht, Shoemaker

Paul E. Feucht, executive vice-president of the Chicago & Northwestern, and P. M. Shoemaker, vice-president—operations, Delaware, Lackawanna & Western will address members of the American Association of Railroad Superintendents during the association's 45th annual convention at the Hotel Sherman, Chicago, on June 4-6.

Other highlights of the 3-day meeting include an inspection tour of the Baltimore & Ohio's Barr yard, debate on the subject of solid vs. roller bearings and an address by J. E. Wolfe, assistant to the vice-president—labor relations, Chicago, Burlington & Quincy. A special program for the ladies will include a tour of the La Grange, Ill., plant of the Electro-Motive Division of General Motors. Electro-Motive officers report that this will be the first tour of the plant ever made by a group of women.

Judge Wilson McCarthy, president of the Denver & Rio Grande Western, will be principal speaker at the eighth annual convention of the **National Association of Railway Business Women** at the Antlers hotel, Colorado Springs, Colo., on June 20-22. Miss Sarah Barker of Minneapolis, president of the association, will preside over most of the sessions.

The executive and railroad contact committees of the **Allegheny Regional Advisory Board** will hold their next meetings on June 24 at the Shady Hollow Country Club, Canton, Ohio. Luncheon reservations can be made by writing to A. N. Gantzer, field secretary, Allegheny Regional Advisory Board, 1103 Pennsylvania station, Pittsburgh 22.

Railroad Enthusiasts, Inc., will sponsor an all-daylight circular scenic tour on June 22, via the Erie to Carbondale, Pa.

Tacoma, Wash., will be the scene of the 83rd regular meeting of the **Pacific Northwest Advisory Board,** to be held in the Winthrop hotel on June 20. Kenneth L. Vore, director, Military Traffic Service, will be principal speaker. W. C. Cole, traffic consultant of Portland, Ore., will give a digest of legislative matters affecting transportation. L. R. Pugh, president of the board and president of the St. Maries Lumber Company, St. Maries, Idaho, will preside over the meeting.

FINANCIAL

Long Island.—*Sale of Rockaway Branch.*—New York City's Board of Estimate has approved an $8,500,000 contract for the city's purchase of this road's Rockaway Beach branch. The branch would be included in the municipal transit system. Approval of the contract committed the city to ultimate expenditure of $46,494,000 including the purchase cost, to make the line part of the municipal rapid transit network. Also approved by the board was a three-year lease—to become effective when the city takes title to the branch—to William Wyer, L.I. trustee, calling for continuation of the existing railroad operation until the city is ready to take over. The lease, renewable for an additional three-year period, provides for an annual rental equivalent to taxes and other charges payable by the trustee to the city in the current fiscal year.

Mr. Wyer has disclosed that the road is studying portions of its lines to determine which are profitable. If the sections are not paying for themselves, he said, "we may have to take steps to eliminate them."

Southern Pacific. — *Stock Split Proposed.*—D. J. Russell, president, has announced that the directors have called a special meeting of stockholders for August 5 to vote on a proposal to double the number of authorized shares and to split outstanding stock on a two-for-one basis. June 30, 1952, will be the record date to determine stockholders entitled to vote at the meeting. If approved by stockholders and the Interstate Commerce Commission, it is expected the split will become effective during August.

New Securities

Application has been filed with the I.C.C. by:

BALTIMORE & OHIO.—To assume liability for $3,960,000 of series EE equipment trust certificates to finance in part 1,000 50-ton steel hopper cars. Estimated total cost of the cars is $4,950,000. They will be built by the General American Transportation Corporation. The certificates, dated June 1, would mature in 15 annual installments of $264,000 each, beginning June 1, 1953. They would be sold by competitive bids, with interest to be set by such bids.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE. To assume liability for $2,850,000 of series A equipment trust certificates to finance in part 12 diesel-electric locomotive units and 325 freight cars. Estimated total cost of the new equipment, listed below, is $3,590,191.

	Description and Builder	Estimated Unit Cost
2	1,500-hp. passenger units (Electro-Motive Division, General Motors Corporation)	$179,254
2	3,000-hp. freight locomotives, each consisting of two lead units Electro-Motive)	327,374
3	1,500-hp. road-switchers (Electro-Motive)	147,969
1	1,200-hp. switcher (Fairbanks, Morse & Co.)	102,933
2	1,200-hp. switcher (Baldwin-Lima-Hamilton)	103,135
200	50-ton box cars (Company Shops)	5,550
100	50-ton general service gondola cars (Company Shops)	
25	70-ton ballast cars (American Car & Foundry Co.)	8,153

The new certificates, dated July 1, would mature in 30 semiannual installments of $95,000 each, beginning January 1, 1953. They would be sold by competitive bids, with interest to be set by such bids.

Dividends Declared

ALABAMA GREAT SOUTHERN.—ordinary, $4; 6% participating preferred, $4, both payable June 25 to holders of record May 26.

BEECH CREEK.—50c, quarterly, payable July 1 to holders of record June 4.

DETROIT, HILLSIDE & SOUTH WESTERN.—$2, semiannual, payable July 5 to holders of record June 20.

KANSAS, OKLAHOMA & GULF.—3% preferred, $3, semiannual; 6% preferred A, $3, semiannual; 6% non-cumulative preferred B, $3, semiannual; 6% preferred C, $3, semiannual, all paid June 1 to holders of record May 17.

MOBILE & BIRMINGHAM.—4% preferred, $2, semiannual, payable July 1 to holders of record May 31.

N. Y., CHICAGO & ST. LOUIS.—common, 50c, quarterly; 6% preferred A, $1.50, quarterly, both payable July 1 to holders of record June 2.

SOUTHERN PACIFIC.—$1.50, increased quarterly, payable June 23 to holders of record June 2.

Security Price Averages

	May 27	Prev. Week	Last Year
Average price of 20 representative railway stocks.	60.85	59.78	52.79
Average price of 20 representative railway bonds.	94.09	93.96	94.17

RAILWAY OFFICERS

EXECUTIVE

Charles S. Blackman, whose election as vice-president, traffic, of the TENNESSEE CENTRAL was reported by *Railway Age* on May 12, has spent his entire railroad career on the T.C. Starting in 1903 as a file clerk, he served in several clerical capacities in the traffic department until 1920, when he was appointed assistant general freight agent. In 1922 he became general freight agent and served in that capacity until 1943 when he was appointed traffic manager. He was serving in this position when elected vice-president.

L. G. Graper and **G. C. McBroom** have been elected vice-presidents of

L. G. Graper

both the TEXAS & NORTHERN, and its parent company, the Lone Star Steel

Company. Mr. Graper, technical advisor on steel, becomes vice-president in charge of research and technical advancement. Mr. McBroom, general man-

G. C. McBroom

eral manager of railroad, now serves in a similar capacity, but as vice-president.

FINANCIAL, LEGAL & ACCOUNTING

Harold H. McLean, general solicitor of the NEW YORK CENTRAL, has been named general counsel, with headquarters as before at New York, to succeed the late **Kenneth F. Stone,** whose death was reported in *Railway Age* April 14, page 70. Mr. McLean was born at Finch, Ont., on July 20, 1901, and attended Detroit Junior College (now Wayne University) and the

Harold H. McLean

University of Chicago (Ph.D.; J.D. 1926). He joined the law department of the Michigan Central (N.Y.C.) as attorney in 1927 and was appointed assistant general attorney at Detroit in 1932. In 1940 he became commerce assistant of the N.Y.C. at New York and was appointed commerce counsel in 1941, assistant general counsel in 1946 and general solicitor in 1949.

TRAFFIC

George E. Carter, assistant passenger traffic manager of the Eastern region of the CANADIAN PACIFIC at Montreal, and **H. A. Lee,** general passenger agent at Montreal, have been named passenger traffic managers at Montreal and Winnipeg, respectively, effective June 1. Mr. Lee succeeds **N. R. DesBrisay,** assistant passenger traffic manager, Prairie and Pacific regions, at Winnipeg, who retires on pension at the end of May.

George E. Carter

Mr. Carter joined the C.P. as a stenographer in his native St. John, N.B., in 1914. He subsequently served as chief clerk at New York and Montreal, district passenger agent at St. John, assistant general passenger agent at Montreal, and general passenger agent, Eastern lines, at Montreal. Mr. Carter was appointed assistant passenger traffic manager at Montreal in December 1942.

Mr. Lee, a native of Boston, joined the C.P. passenger department in that city in 1913. He was named assistant

H. A. Lee

general agent at New York in 1934, general agent at Los Angeles in 1938, assistant general passenger agent at Montreal in 1940, and general passenger agent at Toronto in 1943, transferring to Montreal in 1950.

Mr. DesBrisay is a veteran of 48 years of railroading, 30 of them in western Canada. He began his career at St. John, N.B., and was appointed assistant general passenger agent at Winnipeg in 1922, general passenger agent at Vancouver in 1926 and assistant passenger traffic manager at Winnipeg in 1930.

M. J. Sefcik, chief clerk in the tariff bureau of the GRAND TRUNK WESTERN-CANADIAN NATIONAL at Chicago, has been appointed chief of the tariff bureau there.

Peter Citron has been appointed foreign freight agent for the WESTERN PACIFIC at San Francisco, succeeding **P. R. Tobin,** retired.

MECHANICAL

C. D. Allen, assistant superintendent motive power of the CHESAPEAKE & OHIO, has been appointed to the newly created position of superintendent of motive power, with headquarters as before at Richmond, Va. **B. J. Rucker,** chief car inspector, has been appointed to the newly created position of assistant superintendent car department, with headquarters as beofre at Richmond. The positions of assistant superintendent motive power and chief car inspector at Richmond have been abolished. **J. C. Smith,** assistant shop superintendent at Huntington, W. Va., has been appointed to the newly created position of general master mechanic, with jurisdiction over the master mechanics at Huntington, W. Va., and east thereof, with headquarters at Clifton Forge, Va. **L. H. Booth,** master mechanic at Peru, Ind., has been appointed to the newly created position of general master mechanic, with jurisdiction over the master mechanics at Ashland, Ky., and west thereof, with headquarters at Huntington. **W. S. C. Burwell,** master mechanic at Stevens, Ky., has been appointed to the newly created position of master mechanic (junior), with headquarters at Russell, Ky. The positions of master mechanics at Peru and Stevens have been abolished.

Charles F. Schwartz, master mechanic of the ERIE, has been promoted to general master mechanic, with headquarters as before at Jersey City, N. J., and his territory extended to include Port Jervis, N. Y., and Avoca, Pa. **Francis D. Dunton,** master mechanic at Meadville, Pa., has been transferred to Jersey City, succeeding Mr. Schwartz. **Earl Branning,** master mechanic, has been promoted to general master mechanic, with headquarters as before at Hornell, N. Y. **Carl E. Maahs,** master mechanic at Port Jervis, has been transferred to Hornell, to succeed Mr. Branning. The positions formerly held by Messrs. Maahs and Dunton have been abolished. **Francis D. Kennedy,** master mechanic at Buffalo, N. Y., has had his territory

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"Before November you know all about my platform . . . and you know 'a vote for Willie is a vote for Better Shipping'."

"TEE PEE WILLIE FOR BETTER SHIPPING"

General Campaign Manager — E. H. Gaiennie
Working Campaign Manager — L. A. Newell

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J. J. Craig
L. J. Houlihan
(Co-Chairmen)

Cincinnati, Ohio
J. L. Patterson

Cleveland, Ohio
J. P. Christie

Detroit, Mich.
L. E. Burdick

Indianapolis, Ind.
Frank H. Sanders

Kansas City, Mo.
Jerry Murray

Keokuk, Ia.
Mallory J. Craig

Los Angeles, Calif.
Robert Huersch
F. A. Mauch
(Co-Chairmen)

Minneapolis, Minn.
R. A. Fischer

New York, N. Y.
A. J. Miller
J. J. Donnelly
Robert A. Pepper
(Co-Chairmen)

Omaha, Neb.
W. J. Kutilek

Peoria, Ill.
C. E. Zeman
C. C. Miller
(Co-Chairmen)

Philadelphia, Pa.
Gerard F. Miller
Don McMullen
(Co-Chairmen)

Pittsburgh, Pa.
George E. Messing
W. E. Middleton
(Co-Chairmen)

St. Louis, Mo.
George A. Leu

San Francisco, Calif.
B. C. Simpson
A. J. Charlton
(Co-Chairmen)

Seattle, Wash.
George F. Hillman

Tulsa, Okla.
J. P. Anderson

Wichita, Kan.
H. E. Reeves

During the forthcoming months, it is my most earnest hope that each of us will be reminded many times by "Willie" not only of our individual obligation to vote, but also of the need to vote selflessly, without preconceived bias, for the good of our country.

J. Russel Coulter,
President.

T.P.&W.

Toledo, Peoria & Western Railroad
Offices in 19 principal cities — General Offices: Peoria, Illinois

the road that's best...links east and west

extended to include Salamanca and Jamestown, N. Y., Bradford and Brockway, Pa. **Frank Revana,** master mechanic at Cleveland, Ohio, has had his territory extended to include Meadville, Pa. **David M. Huggins** and **Charles M. Stubbs** have been promoted to assistant master mechanics at Cleveland and Marion, Ohio, respectively. **Gordon E. McKinney,** electrical engineer, has been promoted to chief electrical engineer, with headquarters as before at Cleveland. **John H. Ray,** assistant electrical engineer, has been promoted to electrical engineer at Cleveland, succeeding Mr. McKinney.

OBITUARY

Charles R. Deets, whose death was reported by *Railway Age* on May 26, page 64, was freight traffic manager for the NEW YORK, CHICAGO & ST. LOUIS at Indianapolis, Ind. Mr. Deets began his railroad career with the Monon as clerk. After eight years, he joined the Lake Erie & Western as a

Charles R. Deets

timekeeper, remaining with that road until it was taken over by the Nickel Plate. Later he advanced to general agent; in 1941 became division freight agent at Indianapolis, and was subsequently appointed general freight agent and then freight traffic manager for Indiana, and parts of Kentucky, Illinois and Ohio.

CONSTRUCTION

Tennessee Central. — This road has requested I.C.C. authority to construct and operate about 7.5 miles of new line in Putnam county, Tenn. The line will serve coal fields producing about one million tons a year. New T.V.A. steam generating plants in the area will provide a market for this coal, the road said. The Reconstruction Finance Corporation has already approved a $622,800 loan to cover the cost of constructing the new rail line.

New Motor Carrier Safety Rules Prescribed by I.C.C.

The Interstate Commerce Commission has issued a revised set of "Motor Carrier Safety Regulations" to become effective July 1. The new rules cover practically all phases of motor vehicle operation: Qualifications of drivers, driving of motor vehicles, parts and accessories, reporting of accidents, hours of service of drivers and inspection and maintenance.

The revised rules will apply to common carriers, contract carriers and private carriers by motor vehicle. The 94-page commission report which prescribes the new safety regulations was handed down in the Ex Parte MC-40 proceeding.

Western Maryland Honored At Four On-Line Points

Ceremonies honoring the Western Maryland on its 100th anniversary (*Railway Age*, May 12, page 53), were held recently in four on-line cities. The two-day schedule of events, including lighting candles on one of the largest birthday cakes ever made in the Baltimore area, opened on May 14 with a luncheon in honor of the W.M. by the Advertising Club of Baltimore. A dinner meeting was held in Cumberland, Md., on the same day. On May 15 a luncheon was held at Hagerstown, Md., and that night a dinner was staged at York, Pa.

"Fast Freight Rolling," the road's new Hollywood-produced color-sound motion picture, was shown at all four cities. W. Arthur Grotz, new president of the W.M., was introduced at each meeting by Eugene S. Williams, the road's chairman. Members of the board who made the trip on a directors' centennial special, included, in addition to Messrs. Grotz and Williams: J. B. Ferguson, F. A. Heim, A. B. Johnson, P. W. Ness, T. F. Smith and P. H. Glatfelter

Gass Sees Big Demand For Box Cars Ahead

The problem of supplying enough box cars in the coming months to meet all requirements is going to be a "sizable task" for the railroads, A. H. Gass, chairman of the Car Service Division, Association of American Railroads, said in his latest review of "The National Transportation Situation."

With a record crop of winter wheat in prospect, Mr. Gass sees "every indication" that box car demands will be "extremely strong" beginning about June 1. The Agriculture Department has upped its estimate of the wheat crop, and the Commodity Credit Corporation has announced that all loan grain which has been under seal and resealed from year to year will no longer be handled in this manner but must be moved this year.

Both of these factors will put a strain on box car supply from now until fall, Mr. Gass said. He pointed out that the movement of C.C.C. grain will be at a time when the railroads are pressed to move the new wheat crop in the Southwest.

Advance planning by the Car Service Division is already stacking up a box car backlog for the weeks ahead, Mr. Gass reported. Special car order No. 85, effective May 1, provides for the return of box cars to 13 western roads. In addition, these western roads are required to conserve their system equipment and utilize eastern and non-restricted western cars "strictly according to car service rules." There are currently 101,935 more system box cars on home roads than at this time last year, Mr. Gass said.

Box car supply the past few weeks has been good, but there is a continuing need for maximum utilization of all classes of box equipment, proper observance of car service rules and increased repair and upgrading of the lower class cars, Mr. Gass added.

Open Top Cars

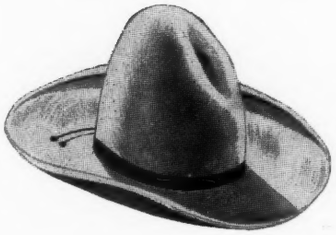
Turning to a discussion of open top cars, Mr. Gass reported the "No. 1 car supply problem" at the moment is flat cars. Heavy shipments of farm machinery and military equipment have caused "severe shortages," particularly in the West, Mr. Gass said. As to hopper cars, he reported "virtually no shortages." The gondola car supply has been "generally satisfactory," but "substantially increased requirements" are anticipated for the last half of the year.

Good progress is being made on the program for shipping 44 million tons of coal through Lake Erie ports during the current navigation season, Mr. Gass continued. The 96-million-ton iron ore program was 11 per cent complete as of May 10, he said.

Export coal tonnages this year are slightly below 1951, but it "appears likely" that overseas movements will be in the neighborhood of 1,750,000 tons per month for several months, he added.

Commenting on the equipment situation, the C.S.D. chairman said the slight increase in car ownership in April was "more than offset" by an increase in the number of unserviceable cars. Serviceable ownership on May 1 was 2,760 less than it was a month earlier.

Installations of new diesel-electric locomotives and retirements of old



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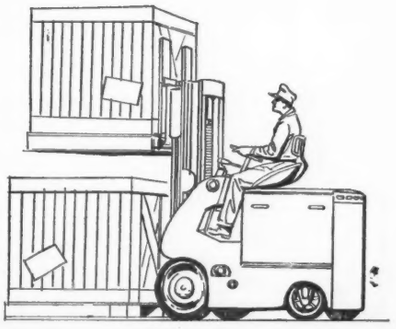
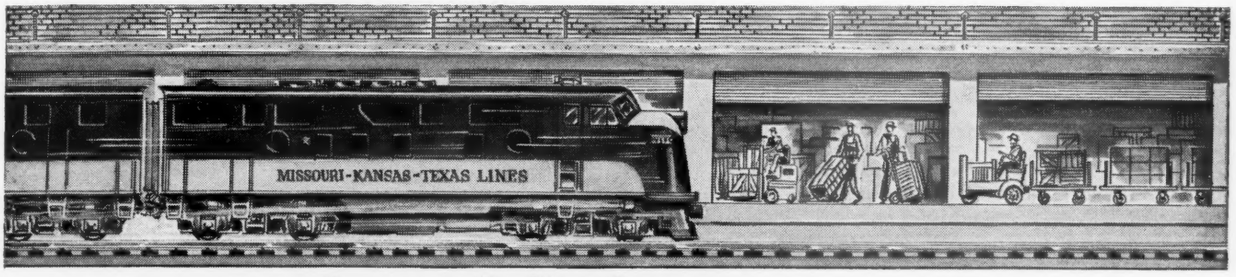
Katy freight service offers you something extra.

It's *more than* powerful diesels (and Katy is practically 100% dieselized).

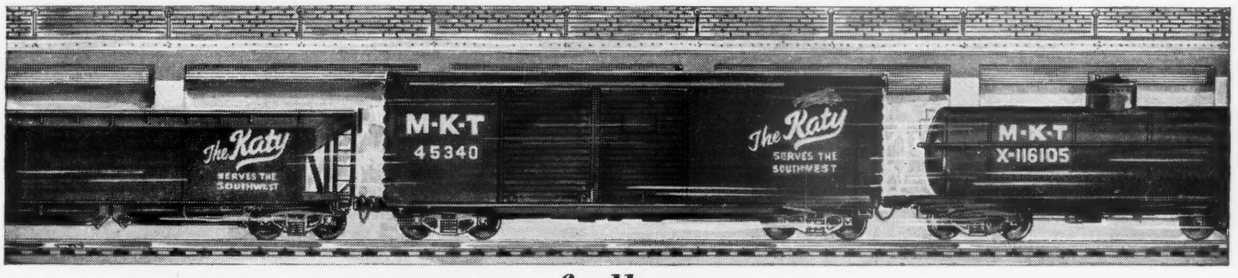
It's *more than* new rolling stock and new rail, and radio control and automatic signals—all of which are being constantly expanded.

It's the *extra* handling care, the dependable, efficient, time-saving service that identifies every operation on line and at terminals along the Katy system. Let our hat, symbol of Southwestern friendliness, remind you to ship *Katy,* Southwest.

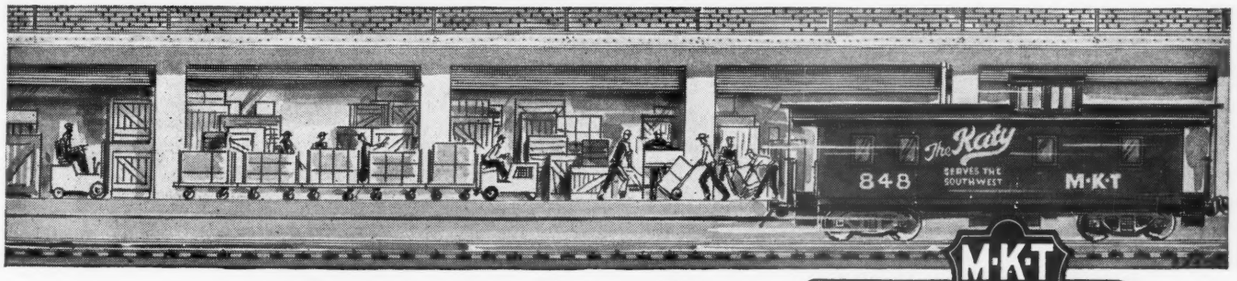




safe, smooth diesel power . . .



new cars of all types . . .



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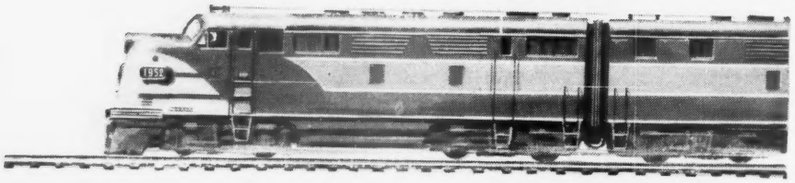
NATURAL ROUTE SOUTHWEST

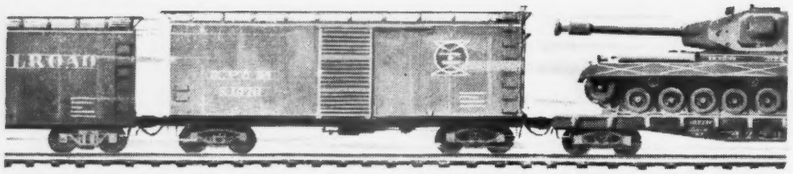
12

TO BRING YOU

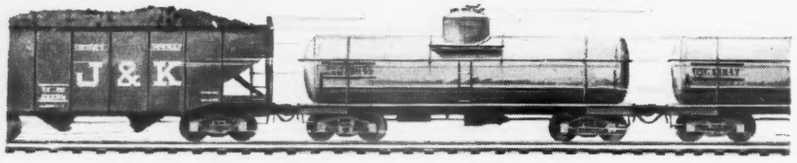
and the rest of the nation the things you need...when you need them...



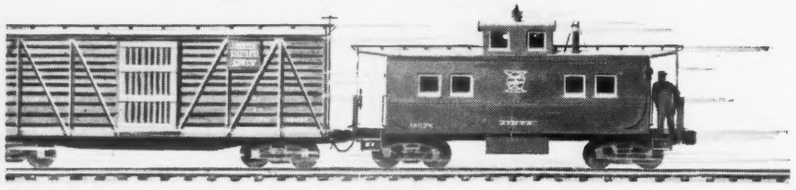
railroads have added 14,000 locomotives



and 430,000 bigger and better freight cars



in the last six years alone!



And this multibillion-dollar aid to national defense has been paid for with railroad money—not tax money!

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steam locomotives continue at high levels, Mr. Gass said. Among other things, he noted that the 474 steam locomotives retired in April included the last steam power owned by the Lehigh Valley—"the latest addition to the list of 'steam railways' owning no steam locomotives."

Net ton-miles per serviceable car per day averaged about 1,000 in the month of March. This was below the February average of 1,027, and also below the average of March a year ago when the figure was 1,061.

Reports compiled by Shippers Car Efficiency Committees for the month of April indicated that cars detained beyond the free time of 48 hours averaged 14 per cent of those placed. This compared with 14.04 per cent the previous month, and with 13.82 per cent in April 1951.

Steel Shipments in the First Quarter of 1952

Steel manufacturers whose production represents virtually the entire domestic output of finished rolled steel products shipped 19,848,818 net tons of steel products during the first quarter of 1952, according to the American Iron & Steel Institute. The accompanying table shows the breakdown by market classification of first quarter 1952 steel shipments of 19,617,743 net tons and is based upon information which has been supplied by the institute.

Steel Shipments—First Quarter 1952

Market Classification	Net Tons	Percentage of Total Shipments
Steel for converting & processing*	904,255	4.6
Forgings (other than automotive)	426,930	2.2
Bolts, nuts, rivets & screws	397,418	2.0
Jobbers	3,873,517	19.7
Construction, including maintenance:		
Rail transportation	29,869	0.2
Oil and gas	780,439	4.0
All other	1,648,634	8.4
Contractors' products	786,297	4.0
Automotive	2,844,448	14.5
Railroad rails, trackwork & equipment	544,781	2.8
Railroad cars & locomotives	741,842	3.8
Street railways & rapid transit systems	11,843	0.1
Shipbuilding & marine equipment	257,801	1.3
Aircraft	37,572	0.2
Oil & gas drilling	217,714	1.1
Mining, quarrying & lumbering	103,826	0.5
Agricultural	395,556	2.0
Machinery, industrial equipment & tools	1,183,539	6.0
Electrical machinery & equipment	485,730	2.5
Appliances, utensils & cutlery	396,508	2.0
Other domestic & commercial equipment	460,407	2.4
Containers	1,593,667	8.1
Ordnance & other military	538,340	2.7
Export	956,410	4.9

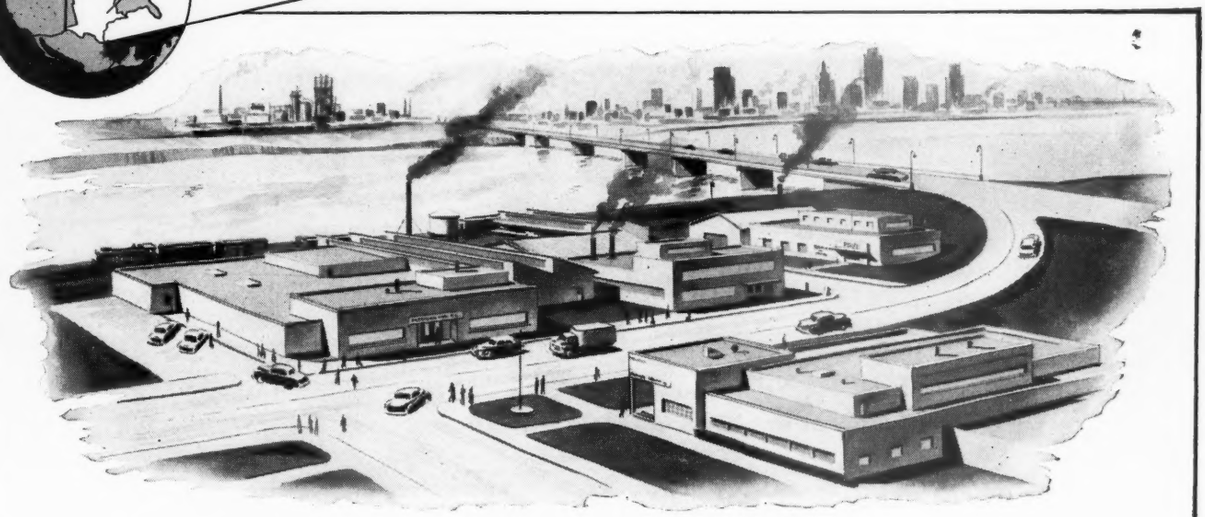
* Net total after deducting shipments to reporting companies for conversion or resale.

Christianson, Smith Receive Sloan Fellowships at M.I.T.

Hilmar B. Christianson, Jr., assistant engineer on the Atchison, Topeka & Santa Fe, and Goff Smith, sales engineer of the American Steel Foundries, are among a group of "young industrial

Mid-America Stands Out in Industrial Expansion!

Here's Where Industry has a YEAR-ROUND GROWING SEASON



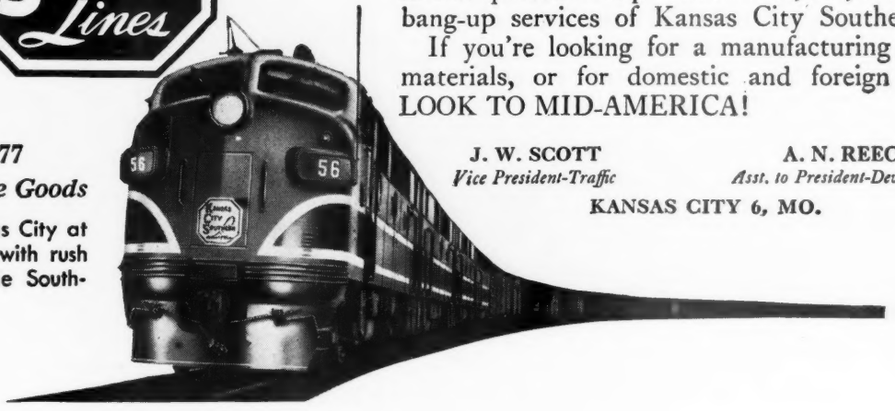
Along Kansas City Southern Lines the soil is fertile for both agricultural and industrial plants, and industry is growing at a record pace!

The industrial labor force in this six-state area has trebled in the past ten years . . . the value of its output has increased more than 300%.

It's a place of tremendous industrial potentials—an amazing array of raw materials . . . central location for markets and protection . . . a variety of fuels . . . unfailing water sources . . . favorable climate, and all the essentials for good living. There is unsurpassed transportation here, too, including the bang-up services of Kansas City Southern Lines.

If you're looking for a manufacturing site, raw materials, or for domestic and foreign markets, LOOK TO MID-AMERICA!

KANSAS CITY SOUTHERN Lines



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Delivers the Goods

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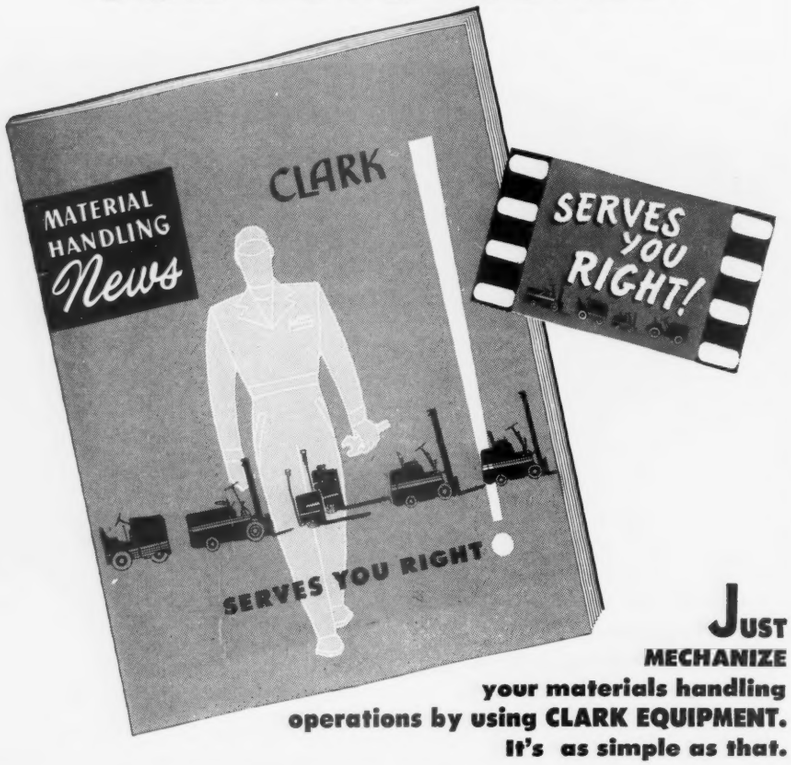
J. W. SCOTT
Vice President-Traffic

A. N. REECE
Asst. to President-Development

KANSAS CITY 6, MO.

HOW TO GET THE MOST FOR YOUR MONEY!



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executives of unusual ability" who have been awarded Sloan fellowships for 12 months of study in industrial management and economics at the new School of Industrial Management of the Massachusetts Institute of Technology.

The fellowships, which run from June 7, 1952, to June 13, 1953, are awarded by the Alfred P. Sloan Foundation, Inc., "on the basis of merit and indicated opportunity for industrial service." The program of which they are a part, the institute says, "allows a select group of men with a mature viewpoint . . . to participate in an intensive one-year study of the economic, social and management problems of industrial administration."

March Accidents

The Interstate Commerce Commission has made public its Bureau of Transport Economics and Statistics' preliminary summary of "steam railway" accidents for March, and the first three months of the year. The compilation, subject to revision, follows:

Item	Month of March 1952	Month of March 1951	3 mos. ended with March 1952	3 mos. ended with March 1951
Number of train accidents*	861	1,025	2,634	2,997
Number of accidents resulting in casualties	61	51	163	157
Number of casualties in train, train-service and nontrain accidents:				
Trespassers:				
Killed	66	69	175	171
Injured	71	58	195	165
Passengers on trains:				
(a) In train accidents*				
Killed	..	3	..	85
Injured	7	15	64	764
(b) In train-service accidents				
Killed	..	1	..	2
Injured	139	129	410	379
Travelers not on trains:				
Killed	3	1	4	1
Injured	60	72	184	201
Employees on duty:				
Killed	35	32	93	103
Injured	1,693	1,959	5,363	6,173
All other nontrespassers:**				
Killed	157	161	461	459
Injured	546	537	1,603	1,765
Total—all classes of persons:				
Killed	261	267	733	827
Injured	2,516	2,770	7,819	9,447

*Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former caused damage of $300 or more to railway property in 1951. Beginning January 1, 1952, this minimum was raised to $325. Only a minor part of the total accidents result in casualties to persons, as noted above.

**Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and nontrespassers, were as follows:

Persons:				
Killed	148	152	436	430
Injured	384	391	1,141	1,246

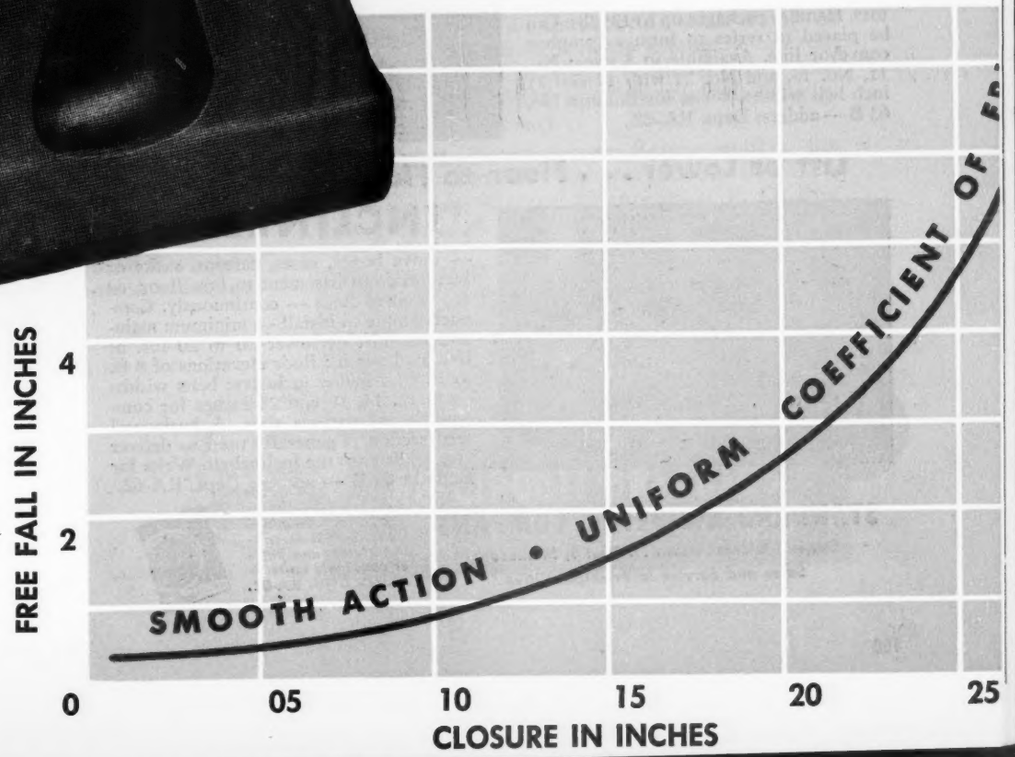
1951's 4th-Quarter Loading Estimate Was 2.9% High

The 13 Regional Shippers Advisory Boards overestimated car loadings for the fourth quarter of 1951 by 2.9 percent, according to the latest comparison of forecasts with actual loadings. Chairman A. H. Gass of the Car Serv-

WAUGH-GOULD

TYPE 420 FRICTION DRAFT GEAR

APPROVED BY THE A.A.R. *Now* UNCONDITIONALLY



Incorporating the smooth action provided by all Waugh-Gould gears, type 420 has the added feature that all friction elements are retained within the housing.

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Standard LITEWATE Sectional Roller Conveyor

LIGHT AND EASY TO CARRY

Put it where you need it!

— ideal for loading and unloading trucks and conveying jobs that require moving about — one man can easily pick up and carry a section or curve with little effort. Handles commodities weighing up to 60 lbs. — moves bags, cases, cartons, hollow bottom, narrow, cleated and irregular packages or articles not suited to wheel conveyors. Available in 10 ft. and 5 ft. straight sections and 90° and 45° curves. Write for Bulletin 63 B — address Dept. RA-62.

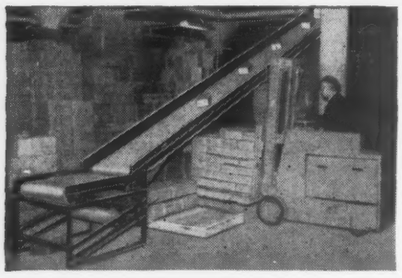
Standard All Purpose Roller Conveyor

— available in a complete line of roller sizes and capacities designed to allow the selection of the best roller for the job, from a 1 inch diameter roller, capacity 35 lbs., to a 3½ inch diameter with a capacity of 550 lbs. Any commodity with one smooth riding surface can be carried — boxes, cases, cartons, lumber, milk cans, brick, building tile. Straight sections and 90° and 45° curves. Write for Bulletin 63 B — address Dept. RA-62.

Faster Handling in Shipping Rooms with the HANDIBELT

— conveys bags, cartons, boxes horizontally or at any decline and incline angle within its range. Easily wheeled about by one man — easy to adjust and use — fits in crowded aisles, cars, freight elevators. Handles packages up to 135 lbs. Can be placed in series to form a complete conveyor line. Available in 3 sizes: No. 11, No. 16, and No. 21 with 14 and 21 inch belt widths. Write for Bulletin No. 63 B — address Dept. RA-62.

Lift or Lower . . . Floor to Floor . . . with the INCLINEBELT



— move boxes, cases, cartons, sacks or bundles from basement to first floor, or any floor to floor — continuously. Compact, simple to install — minimum maintenance. Lift or lower 10 to 20 lbs. of live load per ft.; floor elevations of 8 ft. to 14 ft. 6 inches inclusive; belts widths — 8, 12, 14, 18 and 24 inches for commodities of various sizes. A horizontal feed section is generally used to deliver commodities to the Inclinebelt. Write for Bulletin 63 B — address Dept. RA-62.

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ice Division, Association of American Railroads, issued the comparison.

It showed overestimates by 11 boards and underestimates by two. By commodity groups there were 19 overestimates and 13 underestimates. The range was from an overestimate of 20.9 per cent in citrus fruits, to an underestimate of 31.4 per cent for potatoes.

In addition to that on citrus fruits, the shipper boards overestimated loadings of cotton by 15 per cent; fertilizers (all kinds) by 13.7 per cent, and ore and concentrates by 11.5 per cent.

The range of underestimates by commodities was from 0.4 per cent for salt, to the 31.4 per cent for potatoes. There was an underestimate of 15 per cent on hay, straw and alfalfa loadings, and a 9.4 per cent underestimate on "other fresh fruits."

Estimated National Forecast Regional Shippers Advisory Boards, Compared with Actual Carloadings, Fourth Quarter 1951

Board	Carloadings Fourth Quarter 1951 Estimated	Actual	Percentage Over Est'd.	Under Est'd.
Central Western	332,794	322,834	3.0	
Pacific Coast	411,130	377,817	8.1	
Pacific Northwest	273,617	273,084	0.2	
Great Lakes	574,517	533,916	7.1	
Ohio Valley	1,011,690	1,050,573		3.8
Midwest	957,101	897,366	6.2	
Northwest	663,166	590,601	10.9	
Trans-Missouri-Kansas	418,506	409,387	2.2	
Southeast	1,048,658	1,008,428	3.8	
Southwest	565,898	563,321	0.5	
New England	123,098	113,831	7.5	
Atlantic States	864,098	833,395	3.6	
Allegheny	1,003,542	1,035,672		3.2
Totals	8,247,805	8,010,225	2.9	

Safety Council Announces Awards

Six Class I railroads, which have been named group winners of the Railroad Employees' National Safety Award of the National Safety Council, had a 1951 employee casualty rate 56 per cent less than the average rate for all Class I railroads. The combined rate of employees killed and injured per million man-hours worked was 3.43 for the six winners, compared with a 1951 rate of 7.88 for all Class I railroads.

The six Class I winners and their rates were:

Union Pacific — won first place among railroads whose employees worked 50,000,000 or more man-hours in 1951. Its total accident rate was 3.40, compared with an average of 7.01 for all railroads in this group; Pennsylvania (Altoona Works)—winner in the 20,000,000 to 50,000,000 man-hours group. Its rate was 3.45, compared with 6.31 for all railroads in the group; Nashville, Chattanooga & St. Louis—won first place in the 8,000,000 to 20,000,000 man-hours group. Its rate was 3.65, compared with an average of 9.47 for the group; Pennsylvania-Reading Seashore Lines—winner in the 3,000,000 to 8,000,000 man-hours group, with a rate of 4.66 as compared with a group average of 11.90; Missouri-Illinois—first in the 1,000,000 to 3,000,000 man-hours group. Its rate of 1.68 compares with a rate of 12.84 for all railroads in

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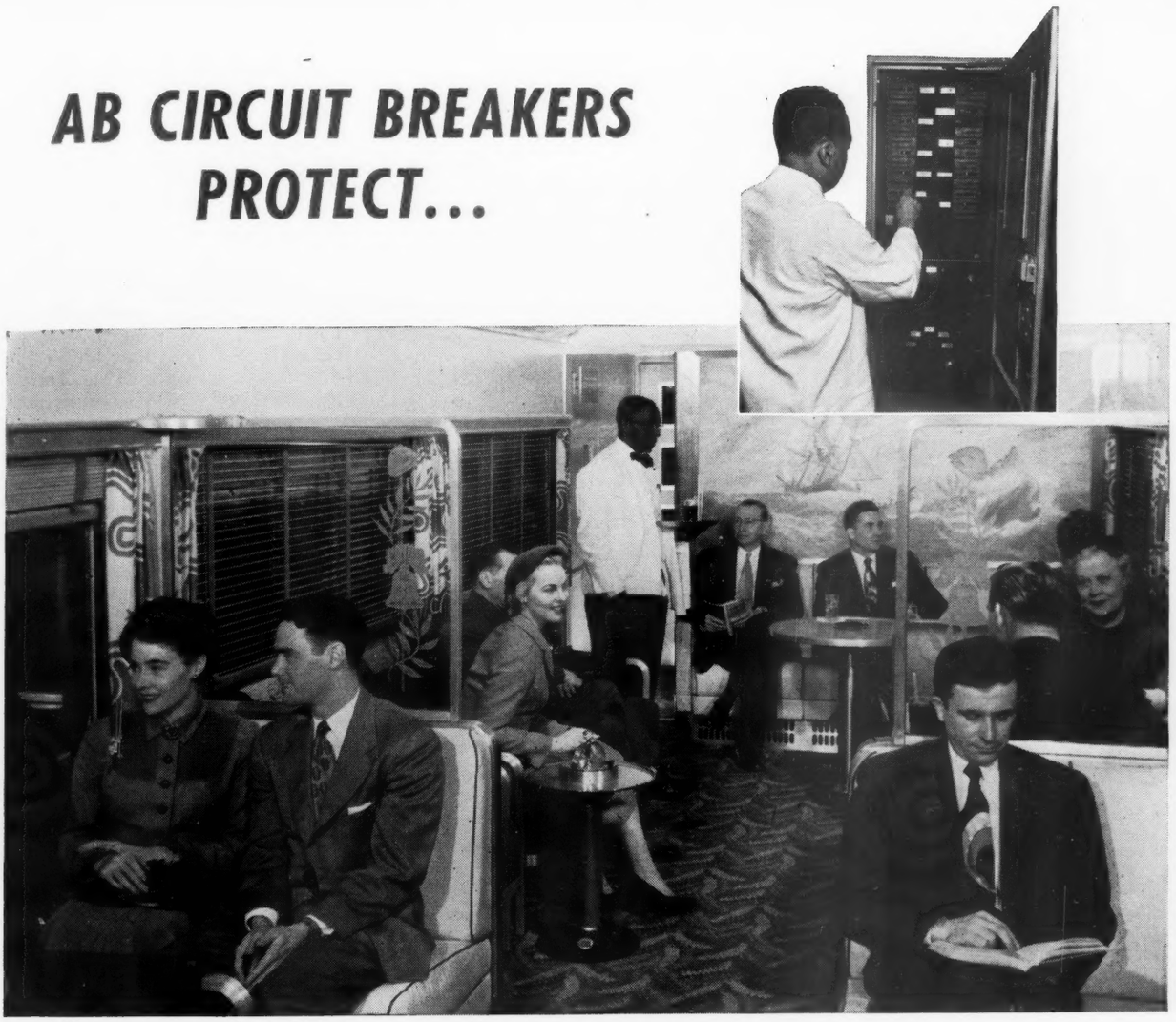

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Westinghouse AB Breakers are used throughout the 64 cars to protect and control electrical equipment and circuits.

AB Breakers handle short circuits and dangerous overloads lightning fast; do not trip on harmless, momentary overloads.

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For information and competent consultation on your individual shipping problems, call your nearest Rock Island Representative.

Rock Island

Celebrating 100 years of service

A marvel in 1852—even more so in 1952

this group; Colorado & Wyoming—won in the group whose employees worked less than 1,000,000 man-hours, with a rate of .99, compared with a group average of 14.87.

In other divisions of the contest, winners were:

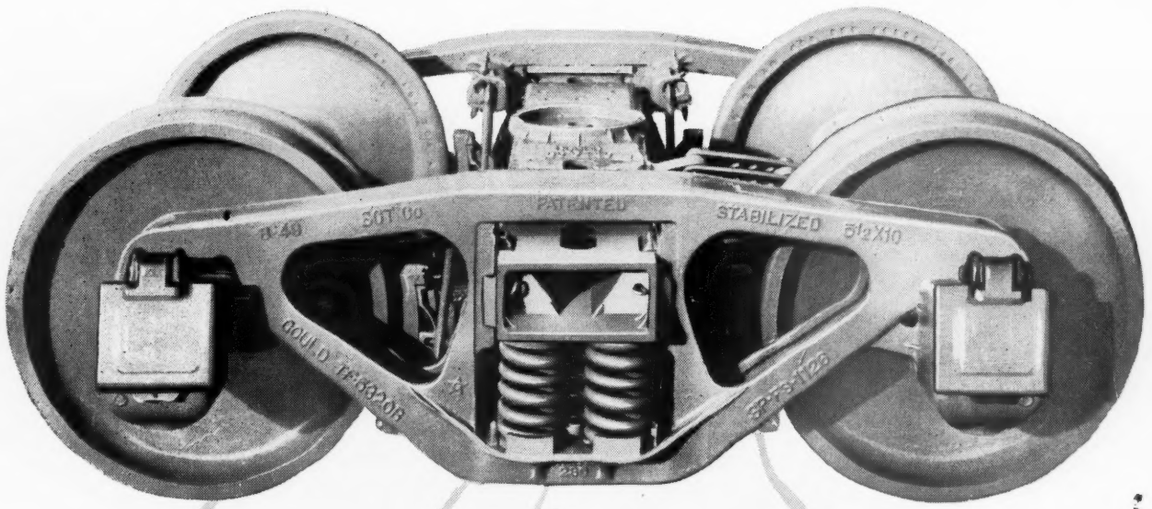
Among divisions of the Pullman Company, operations in the republic of Mexico had the best record among Pullman operating regions, while among its shop units, the Wilmington, Del., shop was winner. Among switching and terminal railroads the Cleveland Union Terminals was winner in the group whose employees worked more than 1,500,000 man-hours. The River Terminal of Cleveland had the best record among roads working less than that amount in 1951.

"The railroads of the nation are continuing to set outstanding records in employee safety," said Ned H. Dearborn, president of the council. "Although deaths went up slightly in 1951 under pressure of the defense effort, the total still was the second lowest in the history of modern railroading."

J. W. Scott, vice-president in charge of traffic of the Kansas City Southern lines, speaking recently at the seventh Mississippi Valley World Trade Conference at New Orleans, pointed out that:

"For the past 30 years the major transportation problem has been the inability of the railroads to earn enough net to insure their continued operation under private management.

"More recently, the principal contributing factor to our dilemma has been that one part of our government grants increases in wages to various rail labor unions apparently without regard to railroad earnings or ability to pay. Then, we encounter long delays in Ex Parte hearings before the Interstate Commerce Commission, prior to the granting of any offsetting increases in rates. The time consumed by the state commissions in granting increases on intrastate traffic is even longer."



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Test Concluded Both poles shown 16 minutes after the start of the test. The FIREPLATE treatment has prevented traceable damage.

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Current Publications

PERIODICAL ARTICLES

The Executive Mind: The Role of Railroad Leaders, 1845-1890, by Thomas C. Cochran. Bulletin of the Business Historical Society, December 1951, pp. 230-241. Business Historical Society, Inc., Soldiers Field, Boston 63, Mass.

The word "role" refers to anticipated uniformities in response or behavior when a given type of person, such as a middle-aged railroad executive, is confronted with a specific situation. *Individual* roles are consistent or inconsistent with one's age, sex, occupation, and position in the community. A *social* role is the accepted idea of how a person should act in a certain capacity. And so a nineteenth-century railroad president was expected to behave in certain general ways not expected of a politician or a college professor. The sources for the study with which this article is concerned are the letters of about 60 men who were presidents or executive leaders of railroads at some time between 1845 and 1890. Dr. Cochran discusses the use of social role as a tool for interpretation; the role of the railroad executive; limitations of a role; and the value of social role as a tool of historical interpretation.

The Early Business History of Four Massachusetts Railroads, by Charles J. Kennedy. Bulletin of the Business Historical Society, Part I, March 1951, pp. 52-72; Part, II, June 1951, pp. 84-98; Part III, September 1951, pp. 188-203; Part IV, December 1951, pp. 207-229. Business Historical Society, Inc., Soldiers Field, Boston 63, Mass.

The purpose of this study was to explore, on a limited scale, the part played by businessmen in early railroad construction and operation in order to answer two specific questions: (1) wherein does our knowledge of early railroad history need enlarging?, and (2) what type of information can be gleaned from inside manuscript records of railroads? According to Mr. Kennedy, the textbooks and other widely read accounts not only slight the role of the businessman in the early years of the railroads, but they often dwell upon the questionable careers of the men known as robber barons. He says, "The impression that easily results is that businessmen made no specific contribution to the origin and early development of raliroads and that the growth of this great industry was the result of general forces and hired managers. From my research, I find, instead, that the private enterprise of the individual businessman was the key to the early development of rail transportation. The extent to which this is true for the later history of the industry needs to be explored before the public drifts into a state of mind that America has nothing to lose and several possible things to gain by nationalizing railroads." Railroads covered in the study are the Boston & Lowell, the Boston &

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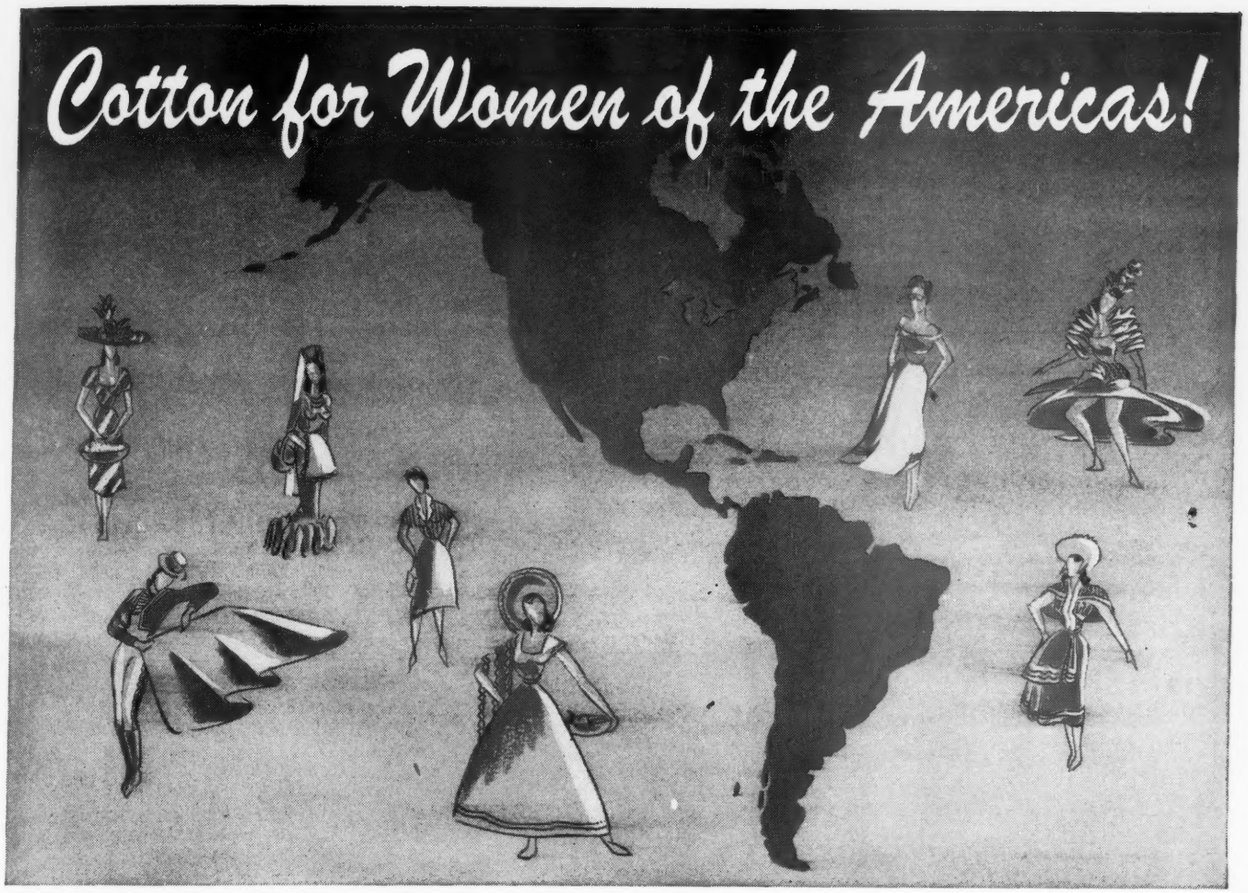
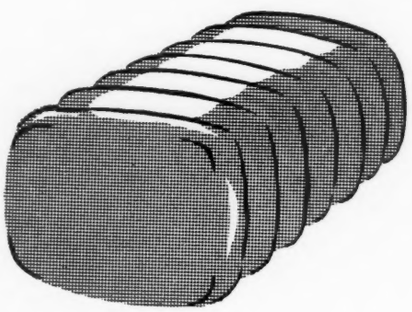
The North-South Gateway

New Diesel Locomotives Assure You of Quick Over-the-Road Operation

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD

H. R. Powell
Traffic Manager, Richmond, Va.





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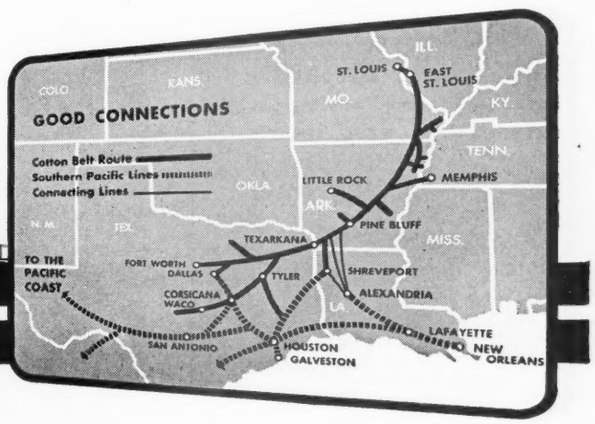

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Worcester, the Western and the Eastern. In Part I, the author discusses events leading up to building the railroads, formation of their boards of directors, financing and formulation of policy. Part II covers the business side of constructing railroads and actual construction; Part III outlines development of railway officialdom; and Part IV traces development of rates and fares.

PAMPHLETS

College Courses in Railroad Subjects, compiled by the Association of American Railroads. Fourth Edition, 32 pages. Association of American Railroads, Transportation Building, Washington 6, D.C. Free.

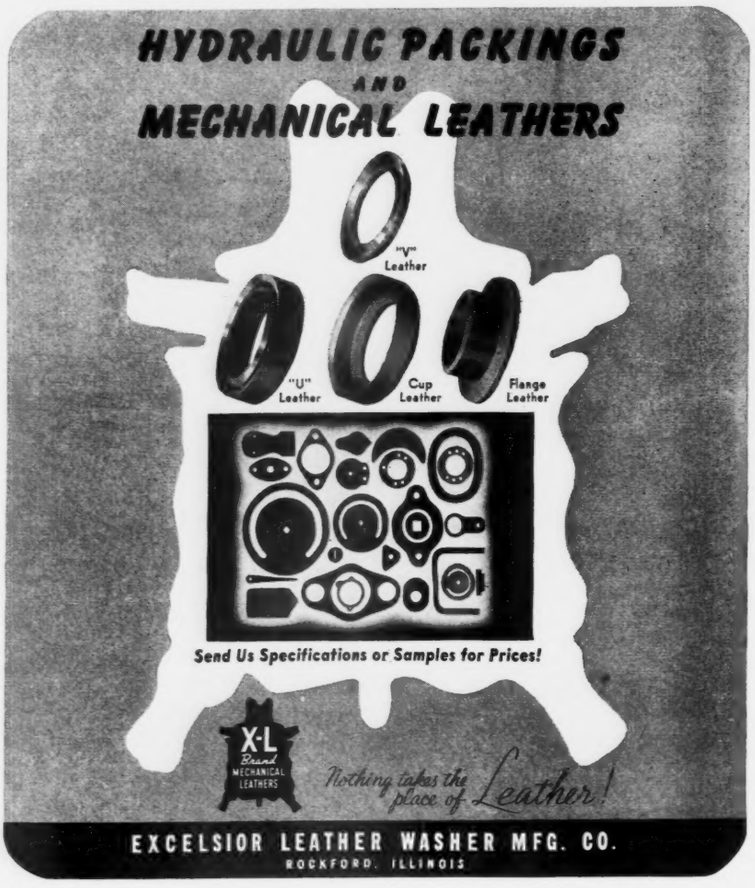
This is a list of colleges and universities offering courses in engineering, transportation and traffic management with special reference to the railroad field. It contains information also on evening study, technical schools offering courses in engineering, the co-operative work-study plan, and home study courses.

Named Passenger Trains. 24 pages. Association of American Railroads, Transportation Building, Washington 6, D.C. Free.

It is estimated there are some 13,000 passenger trains operated daily in the United States. Most of them, including local and suburban trains, are identified by numbers. About 650 of the deluxe trains, especially those having runs of 200 miles or longer, are identified by names. This pamphlet contains an alphabetical listing of named trains, giving the name of the train, the road or roads on which operated, the points between which it is operated and the power used to operate it.

Names and Nicknames of Freight Trains Operated on the Railroads of the United States and Canada. 22 pages. Association of American Railroads, Transportation Building, Washington 6, D.C. Free.

Every few seconds, day or night, in all sorts of weather, a freight train starts on its run somewhere in the United States. These freight trains are in most cases identified by numbers, but in the course of their operations many have acquired names or nicknames by which they are familiarly known. This list gives the name or nickname of the train, the railroad on which it operates, its scheduled run and its number or symbol.

Trail of Six Years; Brief Sketch of Rehabilitation; Japanese National Railways, 1951. 34 pages, illustrations, map. Japanese National Railways, JNR Building, Marunouchi, Tokyo, Japan. Free.

The railroad system of Japan, mostly belonging to the Japanese National Railways, suffered serious damage and deterioration during World War II. The past six years have been bitter years of rehabilitation struggle against shortage of funds and materials. In spite of this, however, railroads in Japan have made substantial progress. This booklet is intended to show, by a pictorial comparison between present and past, the "trail of six years" which the Japanese Railways has blazed.